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Log Book
Bark Stafford
Paul R Howland
Master
1886 to 1889.

45/3

Bark. Stafford of New Bedford
Mass
U.S.A

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U. S. A.

Journal of Bark. Stafford Voyage

Commencing July 31. 1886. S. R. Howland Master. written by Warren A Gifford 2nd Officer

Joseph Taylor deserted

Saturday. July 31st

At 9 A.M. all hands on board. took the Anchor and Tug towed us to sea

August 1st Sunday. Sea Account.

At 1. P.M. Tug let go. Saw 8 Rigs light boat. Made Sail. Light winds from Southward. Ship heading to the Westward. Middle and latter part light airs and calm Foggy.

Block Island in sight bearing W. S.W 10 miles

Aug 2nd Monday

Employed in getting the boats ready broke out 7 coils Tow line and 7 coil of Lance warp. First and middle parts light winds from the East and South. in the Latter part hauling to the S.W Ship on Starboard tack Steering S.S.E Weather overcast. Saw several coasting vessels. About 2 A.M Spoke pilot boat America of New York

Lat 40° 33' South Long 70° 43' West

Aug 3rd Tuesday.

Employed in breaking out the Fore hold. making Pennant mat. and putting on chafing gear. First part fresh breze from the West. Middle and Latter parts hauled to the N.W. Manned the mastheads Course First part S.E by S. Middle & Latter parts S.S.E Lat 38° 28' N Long 68° 30' W.

Got into the G. M. Stream. Weather clear

NEW BEDFORD FREE PUBLIC LIBRARY MASSACHUSETTS

Aug. 4th Wensday. Employed in various ways Sent the Cutting Pennants up. Rigged out the cutting Stage. Saw two Sails. The First and Middle parts. strong breeze from the N.W. moderateing some in the Latter part, and hauled to the W. Broke out 1 Coil 2½ inch rope. Course S.E.
Lat 36.55 N Long. 65.41 W

Aug 5 Thursday. Sent down the Main Royal yard. Rove off main clew Garnets & Spanker Brails & main Leach line. Broke out Water and Molasses. Saw a Steamer and a Bark. The First part Moderate breeze from the W. In the Middle part light winds and rain, and the Last part. Strong wind from N.E. and rained heavy, but cleared land the wind moderated hauled N.W. Course S.E. by E.
Lat 35.58 N. Long 64.04 W

Aug 6th Friday. Employed at various odd jobs. About 1 P.M. passed a lot of Petroleum barrels. lowered the 3rd mate and picked up one. The First part moderate winds from the N.W. In the Middle part light airs from N.W. to N.E. with rain The Latter part, winds variable. at 10.30 A.M. took a heavy squall of wind and rain from the W.N.W which split the Fore top sail. unbent it and sent it down. Saw one Sail. Course S.E by E.
Lat 35.50 N. Long 63.05 Wes

Aug 7th Saturday. Finished repairing the Fore top sail. and bent it. Employed at odd jobs. Saw two Sails. The First and Middle parts. moderate winds from the S.W. in the Latter part clear and pleasant. Wind W.S.W Course S.E by E. Lat 34.50 Long 60.56

Aug. 8th Sunday. These twenty-four hours there has been a moderate breze from the S.W. hauling to the Southward. Weather clear and pleasant. Saw a Steamer bound West Course E.S.E. Lat 34.23 North Long 37.15 W.

Aug 9th Monday. Employed in various ways. The First part light breze from the S.W. but hauled in the middle and latter parts to the N.E. Saw some Grampus and a large piece of Squid. Saw two Sails. Weather clear and pleasant. Course E.S.E. Lat 34.10 N Long. 37.15 W

Aug 10th Tuesday. At work at odd jobs. Broke out water. The First and middle parts had light breze from the N.E. In the latter part hauled to the North. Saw one Sail. Course. First and middle parts E.S.E. Latter parts E. by. S. Lat 33.43 N Long. 35.39 West

Aug 11 Wensday. Employed at odd jobs about 10. A.M. Mr Castro raised a large whale Lowered all the boats and the 3rd mate went in and struck and killed him and we took him along side and commenced to cut. Light breze from the N.N.E. Course E. Saw none Sail. Lat 33.36 N Long 34.33 W.

Aug 12th Thursday. Engaged in cutting in. Broke out 1 bent Cutting fall, and 586 Gallons Water. Ship hove to on Starboard tack. Very light airs from the South and West this twenty-four hours. Lat 33.38 N Long 34.29 W

Aug 13th Friday. Commenced to boil this P.M. About 8.30 A.M. Emanuel raised a lone whale. Lowered the 1st and 2nd Mates The mate went on and struck and the 2nd mate struck shortly after. The whale acted very bad. chasing the boats. and then running and sounding heavy. the two lines got all fouled up and it was almost impossible to get up to him. at last he took the 2nd mates line. and went off with the mate. The Ship then being a long ways off. When the mate in attempting to lance him. he threw his Small across the boat smashing and rolling her over. Charles Samuel. a native of Rorotonga was carried down in the line. and was lost. The mate was struck with the Flukes and nearly knocked senseless and badly injuring his back. And the whale went off with both lines. The 3rd mate was lowered but could not catch up. as the whale ran so fast. Wind S.W and moderate. Lat 33.38 N Long 54.29 W

Aug 14th Saturday. Boiling out. Broke out down the after hatch. Coffee. Ullage cask Beef 3/3 2 coils Towline. 180 Gallons of Water. Mate off duty. Wind Southerly and light. Ship on Starboard tack. Lat 33.47 N Long 53.16

Aug 15th Sunday. Boiling out. The First and Middle parts light airs and in the Latter part. moderate breeze from the South. Ship on the Starboard tack. Lat 33.55 N Long. 52.44

Aug 16th Monday. Finished boiling out at 5 P.M. Stowed down two casks. head 294.297 Gallons Rove new Fish tackle fall. Started coil 3/2 inch rope for slings. Light breeze from the South. Saw a Steamer bound West. Course E.S.E Lat 33.36 N Long 51.16 W

Aug 17th Tuesday. Stowing down.
Stowed casks 232. Head
234
126 Body
105
184
150
207
181
289
111
Started 1 Cask Flour. Wind south and light airs. Saw two Sails. Lat 34.. N

Aug 18th Wensday. Finished stowing off. Broke out some boat boards. Took a new boat off the house and put on the cranes, and took the Larboard boat in for repairs. Saw a breach on lee beam. kept the ship for it. but never it again. Saw two sails. Moderate breeze from S.S.W.

Aug 19th Thursday. The Capt and Cooper at work on the boat. Saw a school of Killers this morning. and some Grampus. Started 2 Coils Towline. Light breeze from S.S.W

Aug 20th Friday. The Capt and Cooper at work on the boat. Broke out 342 lbs Pork. The First and middle parts light winds from the South. hauling to the Eastward in the Latter part. Ship on Starboard tack.. Lat 34.45 N Long 48.26 W

Aug. 21st Saturday. Engaged in repairing the Mates boat. Broke out 229 gals of water. Saw two Sails. In these 24 hours the wind has been from the Eastward with moderate breeze. Tacked Ship at 1.. P.M. Mate on duty. Lat 34.25 N. Long. 48. 41 W
Ship by the wind.

Aug 22nd Sunday. These twenty four hours. have had fresh breeze from the Eastward. with showers of rain. accompanied with lightning. Wore Ship at 2.30 A.M. Ship by the wind on the Starboard tack. Lat 33.45 N Long. 42. 38 W

Aug. 23rd Monday. Put the Larboard boat out. and took the old one in. and put her on the House. In the First and Middle parts fresh breeze from the South. with heavy squalls of rain and wind. and Lightning. In the Latter part moderate and pleasant. Ship on the Starboard tack Lat 34.11 N Long 46.27 W

Aug 24th Tuesday. Employed at various jobs. Crew stropped the Fish tackle blocks. In these twenty-four hours. have had light breezes from the Southward. Kept the Ship off about 5.30 A.M. and steered N.N.W. Lat 34.31 N Long. 46.16 W

Aug 25th Wednesday. Relashed the Cutting pennants. rove new Buzzen-top-mast Stay-sail down-haul. and new Main top gallant Runner. In these Twenty-four hours. have had light breeze from the West-ward. Ship on Port tack heading N.N.W. Saw a Whaleship heading East. Lat 34.38 N Long 46.41 W

Aug 26th Thursday. Employed at, odd jobs. In these Twenty-four hours. have had light breeze from the West. Tacked Ship to the S.S.W. at 7 A.M. Saw a sail steering to the S.E. Lat 34.20 N Long 46.04 W

Aug 27th Friday. Variously employed. The First and Middle parts. light breeze from the West. freshening and hauling more to the Southward. First part steered E by S. hauled to on Port tack at 2 P.M. In the Latter part kept off and steered S.E. Saw a Steamer bound West-ward. and a Bark. Lat 34.28 N Long 45.28 W

Aug 28th Saturday. E
and other light
Middle parts
West In the
N E W
on the
made S.S.E Lat 34.31 N Long 44.58 W

Aug 29th Sunday. In the First and Middle
the same with showers of rain
on Starboard tack under close reefed
Lat 32.8 S Long 44

Aug 30th Monday. Set of Close reefed
Mid parts. In the First part
showers of rain. In the
and Latter parts moderate.
S.E.
In Latter part made Sail
E.N.E. Lat 34.12 N Long 43.2 W N.E. W

Aug 31st Tuesday. Reefed
and
In the First
the
Port tack made sail at 5.30 A.M. Ship
wind. Lat 33.30 N Long 43.04 W

Sept 1st Thursday,
Latter
E.S.E
S
by the wind on the Starboard
Lat 34.52 N Long. 43.10 W

Sept 3rd Sunday. Employed in making
signal. These twenty four hours fine
[illegible] East. Tacked ship at 1 P.M.
[illegible] heading S.S.E. Lat 34.33 N Long 42.41 W

Sept 4th Saturday. Employed as odd jobs.
[illegible] E.S.E. [illegible]

Sept 5th Sunday. These twenty four hours
[illegible] the East. Ship [illegible]
[illegible] Lat 32 [illegible] Long

Sept 6th Monday. Employed. Rove rigging
[illegible] Ship
[illegible] East. Tacked Ship at 6 P.M.
[illegible] Steering [illegible]
[illegible] from the Martingale. Sat lost by
Lat. 34.46 N Long 40.18 W

Sept 7th Tuesday. Employed in packing over
[illegible] Ship
[illegible] Lat 34 [illegible] Long 41 W

Sept 8th Monday. [illegible] Saw a sail. Lat 35.05 N Long. 32.50 W

Sept 9th Tuesday. [illegible] Saw a sail. Lat 36.10 N Long 33.30 W

Sept 10th Friday. [illegible] Saw a sail. Lat 37. N Long 32.58 W

Sept 11th Saturday. In these Twenty four hours, [illegible] Steering East. Saw no sail.
Lat 37.35 N Long 31.26 W

Sept 12th Sunday. These Twenty-four hours, had [illegible] on the 1st 7.0. he in a small [illegible] on the Port Tack, steering N.N.W. Course East.
Lat 38.12 N Long. 30. W

Sept 13th Monday. In these twenty-four hours, [illegible] Saw no Land. Saw a sail. Lat 38.22 N Long. 28.40 W

Sept. 8th Tuesday Saw a Sail

Commenced to Squall out these 24 hours
N.N.E. In the Middle and Latter hours
blowed very heavy with squalls from
the N.E. Shot under close reefed Fore
Saw a Steamer bound in.

Sept. 9th Wednesday Commenced these 24 hours
blowed N.E. with occasional squalls
to do anything. Two Whale Ships in
sight one went in and
Saw a Sail

Sept. 10th Thursday Off Fayal Saw the Land
and at the Light went in shore about
Eight miles and Hove to. Took on Board Shook
Saw a
Sail in Shore Got Pilot,
the Middle and Latter hours moderate N.E
to the Middle and Latter hours moderated
and blowed N.W.

Sept 11th Friday Off Fayal. 2nd mate and boats crew
came on board. So Ends
Off Fayal the Lighthouse
Bearings 234
232
227
227

Commenced with
Saw a Sail
and came on board with the exception of
Squalls
Off Fayal
Off Fayal
Bearings as usual on the Fore
and Middle Hatch. Sergeant Keep from
the Mate standing on the Latter hatch to the S.W
Middle Moored

Sept 18th Saturday. Off and on Fayal. [illegible] [illegible] [illegible] [illegible] [illegible] discharged [illegible]. He not having recovered from injuries received from the whale of Aug 20th. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] breeze. [illegible] [illegible] [illegible] [illegible] These Twenty four hours have had strong breeze from W.S.W. with rain showers in the Latter part.

Sept 19 Sunday. Off and on Fayal. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] potatoes. [illegible] [illegible] of [illegible] [illegible] [illegible] Pumpkins. [illegible] came and took his effects. In the First part fresh breeze from the N.N.E. In the Middle and Latter parts hauled to N.W. with fresh breeze.

Sept 20th Monday. Off Fayal. The 3rd mate went in this P.M. and came on board at 5 P.M. Went [illegible] [illegible] at 8.30 [illegible]. In the First part had strong breeze N.W. In the Middle and Latter parts [illegible] the same with occasional squalls.

Sept 21st Tuesday. Off Fayal The 3rd Mate went in with the boat. saw the Captain and came strait off of again bringing a [illegible] from the Captain to the Second Mate Mr Gifford. he got all ready and went in the boat with all his things

Sept Wednesday
Tuesday 22nd Off Fayal. the Mate, and the boatsteerer came on board the Ship. to stay both of them being shiped on said Vessel [illegible] [illegible] [illegible] of [illegible] a boat came off to us bearing 5 men. we took them. this time being [illegible]

Sept Thursday 23rd Off Fayal with fine weather employed in breaking out provisions Peas. Sugar. Bread and Pork. boat went in with a gun about 6 P.M. [illegible] the Captain [illegible] [illegible] [illegible] Mr Gifford bringing [illegible] [illegible] [illegible]

1854

Sept 23rd Thursday 2 P.M. took of the land and squared the yards and stood S by W latter part with fine weather daylight changed the course to S.S.E employed in fixing with the boat Starboard mained fitt. ran on said and the land called Rico

Sept 24th Friday with fine weather employed in fixing up the boat, gun, and sails ran up to Rico course stood in S.S.E by Compass and N.E. low latter part employed in Whaling at 7 A.M. we saw sail we got ready
Lat 37.28 N and stood on them at 9 we spoke them they
Lon. 27.33 W were the Sea Nymph we, and the Mahala got them along side cut them in and went on our cruising

Sept 25th Saturday with fine weather very light airs from S.S.E. latter part with fine weather about 7 A.M. the second mates praiser raised Shore W.
Lat 37.27 N we stood down after a while we got
Lon 27.12 W alongside of one Vessel in sight.

Sept 26th Sunday P.M. with fine weather employed in cutting in the whale, and fixing rest with the boat cut the whale in and then set the tackles down and set the watch for the night latter part begins
Lon 26.29 W with good Winds by the by wet along Coasts

Monday cruising in afternoon fixing very steady made a big mistake here in the Chart now will try again

Sept 27th Monday P.M. with fine weather and nearly a calm employed in fixing and setting up boats &c with fine weather day light mained mast head saw land called St. Michael we stood off for it employed in Hoysing and setting up Starbd
Lat 37.35 N Long 25.56 W

1886

Sept — 28th Tuesday P.m. with fine weather employed in boiling [illegible] about E. for the Island St. [illegible] about 5.30 P.m. wore
Antonio — Ship, being about 7 miles from the harbor finished boiling
Soares — about 7th P.m. [illegible] fine weather [illegible]
Viguemo.. — [illegible] for the town [illegible] St. Michael about [illegible]
Desertid — lowered a boat and took the Capt on shore.

Sept — 29th Wednesday P.m. with fine weather employed
in breaking out Water, Molasses &c have light
the same — winds from the S.W. about 6.30 P.m. [illegible]
man — and took in Sail Ship heading SE. by S. the town
Desertted — bearing E.N.E by Compas about 10 miles off
A.m. with fine weather [illegible] about the same [illegible]
employed in coopering the Oil to send on shore [illegible]
close in shore lowered a boat and went in shore to
see the Capt [illegible] boat came off after the Ship's
Papers. then went back again

Sept — 30th Thursday P.m. with fine weather laying off
St. Michels. employed in coopering and filling the Oil.
5.30 P.m. wore Ship, and layed aback waiting for the boat
6.15 P.m. boat came off. took her up and made sail
on the St. tack by the wind heading S by E from 6 [illegible]
[illegible]
latter part with [illegible] weather [illegible] plenty of wind,
day light made sail and started to beat the breakwater
about 15 m to the windward

Oct — 1st Friday P.m. with a nice day and plenty of wind
we got up in side the breakwater. put 10 Casks of
Gages — Oil in the lighter [illegible] & sent the
H .. B — boat in to see the Captain [illegible] came [illegible]
251 .. 188 — again. with [illegible] to send the boat in tomorrow morning
154 .. 190 — latter part with fine weather, position of ship [illegible]
250 .. 200 — wind on the [illegible] with the wind from the [illegible]
.. 236 — [illegible] bearing about SE. kept off
.. 235 — and made sail about 6.30 A.m. cleared away the
.. 210 — boat and sent her on shore. employed in washing ship
.. 183 — ~~5.30 A.m. Capt came on board [illegible]~~

1884.

Oct 1st Friday P.M. A.M. yards ~~and steered E. & E~~
so on

Oct 2d Saturday A.M. with fine weather having got
the Sextant &c. 3.30 P.M. a Sail came in sight we kept
off made sail and steered E.S.E wind N.E middle part
with nasty weather steering E.S.E wind died off.
Latter part nasty weather daylight altered the
course to S.S.E. wind varying from N. to W. about
5.30 P.M. more moderate weather getting a little better.
Lat. 37.00. N. Lon. 23.10. W.

Oct 3rd Sun Sunday P.M. with fine weather steering
S.S.E. employed in piping to the ~~crew~~ & about
~~noon~~ altered the course to S. wind about N.W.
middle part with nasty squally weather. Latter part
squally. day light changed the course from S. to S.S.E.
5 P.M. moderate weather & Lat. 35.00 N. Lon. 21.47 W

Oct 4th Monday P.M. with fine weather employed in ordinary
ship duties & course steered is S. middle part with fine
weather steering ~~with~~ latter part ~~with~~ fine
weather wind the same as before. ~~Sent~~ ~~all~~ ~~hands~~ ~~to~~
~~work~~ on the Deck getting them all ready for ~~to~~ ~~express~~
~~hove~~ out water &c Lat 32.30. N Lon. 20.35 W

Tues Oct 5th P.M. with fine weather steering S.S.E with all
sail out employed in setting up the Main. S.G. Back
Stays and fixing up the Foot. saw one Sail & middle
part with fine weather wind N.N.E steering S.S.E.
latter part fine weather with all Sail out steering
S.S.E wind the same as before employed in making
out clocks &c out 3 hands and one Work head
Cask saw two Vessels &c Lat 31.35. N. Lon 18.30 W

Wed Oct 6th P.M. with fine weather employed in making
out clocks and so on light airs from the N.W
~~to~~ middle part the same latter part the same employed
~~in~~ making clocks &c ends. this day.

Thur Oct 7th

P.M. with fine weather light airs from N.N.W. course steered S.E employed in getting [illegible] hauled up having a cask set up. [illegible] off line on this big line. 2 Vessails in sight & [illegible] same time and wind the same. latter part wind from the East and squally part of the time steering course. S.E. & S and S by E employed in [illegible] shown below. water [illegible] out and & Lat. 29°50' N. Lon. 17°55' W.

Fri Oct 8th

P.M. with light winds and squally from East employed in [illegible] & 3°45' P.M. Took in hiz. L. Stazail and T. T. G. Sail about 5°10' P.M. raised the land called Palma Island bore the wind from the E. have seen 9 Sails and one Steamer. middle part & the winds and weather the same. by the wind on the S.T. daylight made all sail and & employed in overhauling our potatoes saw Tenereef, four her Vessails, and two Steamers one school Bryoise

Sat Oct 9th

P.M. with fine weather light winds from N.E by E. course by the wind on the Pt employed in ordinary ship duty. about 4°30 P.M. sighted ship. named Light House bearing about E by compass about 10 miles off. [illegible] part weather and wind the same. latter part fine weather daylight standing in [illegible] the land called Teneref bearing about S.E. by E the wind on the Pt saw three Vessails and two small boats. and one island called Grand Canary.

Sun Oct 10th

P.M. with fine weather light airs from [illegible] E by E the wind on the Pt employed in scraping down the masts & 4°30 P.M. took in the light sails and hauled aback the head yards. the wind about N the Light House bearing W.S.W about 4 miles off. middle part laying aback. daylight braced forward the head yards & bid sail along [illegible] 0°30 P.M. dropped the anchor in 8 fat 20 cable this day [illegible] the men belonging to the ship named [illegible] Stafford names as follows.

Pedro Lopes & Manuel Antone Martins

Mon Oct 11th 1886

P.m. at anchor in Teneriffe with fine weather & light winds from S.E employed in furling the sails. middle part with fine weather. latter part fine weather called all hands and went to work pumping all the salt water. all ready for water. the schooner Hattie & Cook took her departure &

Tues Oct 12th

P.m fine weather at anchor in Teneriffe employed in scraping the big topmast. and Spanker Gaff & comence to Patent Watch the 1st mate. and, third mate. latter part called all hands and washed off decks just after breakfast. the water came off we took 4488 gls water on bord.

Wed Oct 13th

P.m. fine weather employed in slowing down and lashing up getting ready for Sea. unmoored all done and all ready to go the boys went on shore a little while and came back again P.m 8.30 manned the windlass and hove short. then started to make sail soon as the T. Sail were hoisted the Vessel started to drag down on top of a Steamer. i was forced to pay out again and take in the sail again. did not try again

Thu Oct 14th

P.m. with fine weather. Pilot came on bord ship 5h P.m and 5.30 P.m started to leave away made all Sail and started off with fair wind. the Capt on shore i must say i was glad to get out. i gave the Pilot one bottle of Brk. 6.15 P.m Pilot left us 20 ends first hav middle part fine weather. laying off and on Teneriffe latter part fine weather, winds E.N.E some what to leward of the Isle started to beat up employed in lashing the Anchors and getting the Cables down below. 6 and 5.30 the ships standing in towards the town the Capt came on bord in his boat left off and started off steering the winds from the E.N.E employed in washing decks & at 12.30 Lon 16.18 W

Fri Oct 15th 1880

P.M. with nice weather. all sail out steering S.W. with the wind from the N.E. employed in bending the main Royal. 4h 15m P.M. sent it aloft sunset hoisted and set it middle part with fine weather with fine Trades & latter part the same. daylight took in the M. Royal [illegible] Lat 25.29.1 Lon 2.32.1

Sat Oct 16th

P.M. with nice weather and trades likewise. coarse steered S.W. [illegible] sunset took at least set the Royal. latter part fine weather daylight took in Royal & employed in [illegible]. Lat 23.08 N. Long 19.00 W.

Sun Oct 17th

P.M. with fine weather. nice breeze from the N.E. course steered S.W. employed in making new main tacks. and washing off decks & sunset set the Royal middle part with fine winds and weather. steering S.W. by S. daylight took in the Royal. saw ships [illegible] caught two. Lat. 20.25. N Lon. 20°10. W

Mon Oct 18th

P.M. with fine weather winds N.E. course steered S.W. by S. about 5h 30m P.M. the Cook having something the matter with him but what we do not know. but we think he had a Hemmerige he spits some blood 8h A.M. Cook feeling better. sunset set the Royal & middle part with light winds. daylight took in the Royal. winds from the N.E. by N. coarse steered S.S.W. employed in washing out the Water But. filling it & took out Shop Cask and gave the Krooo men some clothes. Lat. 18°7. N Lon. 19°25. W

Tues Oct 19th

P.M. with fine weather light airs from N.E. by N. coarse steered S.W. by S. employed in [illegible] Sails on the yard. about 5h 30 P.M. the Cook had a nother spell the same as he had last Knight. the 4th mate called the Capt and the went down there as soon as he could the mate followed him. we said there until we heard all right. then we came out. sunset set the Royal wind very light. latter part with light winds

Tues

Oct 19th 1886

latter part daylight work in the Royal. saw light ahead from NE. by E. Set all Sail and steering SW. by S. employed in doing the Cutting Gear fitting up the Barges and so on. Lat 16° 38. N Lon. 20. 31. W

Wed

Oct 20th

PM. with fine weather. very light airs from NE. by E. steering S.S.W employed in ordinary Ship duty. water got of Life today. saw Fin Backs. Porpoise. Flying Fish. plenty Fish and 2 peices of Squid. sunset took in set the main Royal. went down to see Cook just now. think he is a little better Captain sent him some wine to day think he did not keep it down latter part light airs from NE. daylight. hauled to E. Cook is the Royal and set the balance of the sails employed in ordinary Ship duty. Cooper made one bucket for the Capt. & Lat 15° 41. N Lon 20° 37. W

Thurs

Oct 21st

PM. with winds very light. started to haul aft and breeze up. We are steering S.S.W. have the wind about NE. by N at 6.30 PM set the Royal 7.00 PM the Capt had a call to see the Cook we both started and went down there he was sitting there on the floor trying to vomit seemed to be all choked up. about fifteen minutes from that time he went into a fit three of us officers and one Boat Steerer holding on to him the Captain done all he could for him 8.00 PM. he lays quiet and sleeping. middle part with winds and weather the same as first saw one Porpoise latter part fine weather. daylight Cook in Royal employed in ord Ship duty. Lat 15 06. N Lon 20° 5. W

Fri

Oct 22nd

PM. with fine weather light winds from NE. course steered S.S.W employed in washing &c about 4.30 PM saw one Sail ahead also two School of Porpoise. sunset set the Royal and braced the Yards 8.30 PM wind about ESE Cook is better kept down some Jelly that the mate gave him and time the Capt gave him has ate a little &

Sat Oct 22nd 1886

A.M. with fine weather nice breeze from E.N.E steering S.S.W. employed in ordinary Ship duty &c
Lat 11°06'N Lon. 21°03'W

Sat Oct 23rd

P.M. with fine weather wind from E.N.E steering S.S.W employed in starting Water &c about ½20 P.M. altered the course to S by W and braced the yards a little. ½30 P.M. began to thicken up ahead and thunder and lighten. 6½15 P.M. wind hawling ahead. braced the yards and took in all the light Sails &c after the squall was over set the F.by Sail. Spanker. and M. top Sail Sail steering by the wind heading S.S.W with the wind S.E. took on the Gain. latter part fine weather light airs veering from N.E. to S.E. course steered S by W employed in putting Flags in a cask and put them down the hold. saw plenty Porpoise. the third mate struck 2 and lost them. Lat. 9.38.N. Lon. 20°51'W

Sun Oct 24th

P.M. with fine weather and all Sail out. light airs from Eastward. course steered S.S.W employed in breaking out Petroleum and washing off. the Cork feeling great deal better middle part with rains and weather the same as first part latter part fine weather light airs from to Eastward course steered S.S.W saw Porpoise &c Lat. 8.24.N. Lon. 20°53'W

Mond Oct 25th

P.M. with fine weather. all Sail out steering S.S.W with light airs from N.E. to E.S.E saw saw Porpoise, Grampus, and Cow fish. sunset set the Royal &c latter part fine weather daylight work in the Royal. had one rain squall abt 8.30 P.M. steering S.S.W with wind from E. to S.E. 20 ends this day. Lat 6°32'N. Lon. 21°32'W

Tues Oct 26th

P.M. with fine weather. one P.M. had a squall heading us off to W.S.W employed in making over the mates Boat Sail finished ½4.30 P.M. had it bent and set it &c i must mention the mates Boat Steers Tom. he has been on deck all knight and all day. keeps telling every body that the mate is going to kill him. has been before the Capt and i entering a complaint about one and another. do not know how it will make out

Tues Oct 26th 1880

P.M. about 2.45 P.M. whilst the Capt was seated in the after Cabin reading and the Mate in his room having been retired about 15. was nearly asleep we heard the cry of Man overboard. the Capt and I in vain all the others that were below jumped on deck without putting any thing on. the Vessel had to all Sail out and was going quite fast. The Wheel was put down and the Sail was taken in as quick as possible the head yards were hauled aback and boat lowered all in one breath. the Second Mate, and Third Mate were in the boat & lowered the after end. the boat left the Ship about 20. or 25. past eight and returned again about 15. past nine without the man the Crew had just got on deck and the Officers were looking on when some one heard the man sing out he was off our weather beam. the men jumped into the boat again and pulled up in that direction. they were lucky enough this time to find the man took him in the boat and brought him to the Ship when on deck his clothes were changed and the man was placed down the main hatch on his bed with a pair of Irons on his hands and the fore Tack being Chain was shackled around the Stantion and through between the two hand Cuffs we then retired after a long time. Ah. with light squally weather veering from E. to S. employed in washing over Anchors &c

Lat. 5.30 N. Lon. 21.58 W.

Wednesday Oct 27th

P.M. with squally weather and &c steering by the wind on the Port tack with all Sail out employed in heaving out Water &c saw one Sail Thomas Formed. still in irons down the main Hatch. middle part Calm and plenty of rain squalls. latter part with squally weather a little wind with all. had Thomas on deck a while with a Mate looking out for him.

Lat. Ans. Lon. 21.56 W.

Wed Oct 28th 1886

Sundays a.m. was to be presented by Steady at rain employed in rearing off a new Mast Rack & to end after the hour in P.m. to find gear works to day hard to make us believe he was dying he some times talks very funny 6h P.M. saw the do not know what to make of it all, about 6h P.M. put Thomas down the main Hatch shackled to the man in irons last chain & middle part with calms. latter part fine weather. 2d the daylight began to buze up from the SE. made all Sail and steered by the wind on P. tack saw one Fin Back letter & and P. house. employed in breaking out provisions & broke one chest of Tea &. Lat. 5°2 S. Lon. 21°45 W

Thur Oct 29th

Friday a.m. with fine weather and all Sail out steering by the wind on the P. tack heading S.W. wind about S.S.E employed in breaking out saw one F. Back & had the man on deck and a good hour washing him (had his bed up aired it & about sunset put him down again with the chain fast to him last thing he said before he left the deck was good bye to all hands. he told me that his time had come. one man called Henery before the mast was going to Shoot Him and so he talks all the time. latter part with fine weather now and then a rain Squall. steering by the wind on P. tack heading between S.S.W. and W.b.S. saw Porpoise, Jumpers, Black Fish, and F. backs so ends this day after saying that we had Thomas on deck since morning with the irons taken from his hands &.

Lat 4°12' N Lon 22°11' W

Fried Oct 30th

Sat a.m. with fine weather had one squall from the SE. from this time we strik the Trades. saw one Sail &. 6h P.M. put Thomas down the main Hatch again. He had over a lot of his talk and said that I was going to shoot Him. about 8h P.M. the mate was informed that Thomas had a Knife with Him the mate took a lantern and went down there took the Knife away from Him & latter part with fine weather now and then a squall. 7h A.M. let Thomas come on deck took the irons from His hands & saw one Sail so ends this day

Lat 2°50' N Lon 23°47' W

Sund Oct 31st 1886

[illegible] fine weather all Sail out steering by the wind on the Port tack heading to S.E. employed in [illegible] at 4 P.M. Sunset put [illegible] down the Hatches & latter part fine weather steering a NE by E course at 8 P.M. Last Night took the Starboard watch & at 12 P.M. took the watch stood Lat 1°45' S Lon 25°53' W

Mon Nov 1st

P.M. with fine weather. all Sail out steering by the wind on the Port tack heading W.S.W. and S.W. by W. Mr Thomas is on the Larboard watch in the morning and 8.30 P.M. the wind began to fag out at 9 P.M. nearly calm saw one Sperm Whale [illegible] at 12 P.M. it was moderate all Sail out and heading about W.S.W. which was light and variable Mr Thomas is on duty. began this morning. We seems all right [illegible] is steering our Sail came and let back our main Topsail hauled up Sail and bent it to the main [illegible] and let back our main and began to fit it

00°55' S. Lat. testing Lon. 26°51' W

Tues Nov 2nd

P.M. with fine weather all Sail out steering by the wind on the Port Tack with very light airs varying from SE to S. employed in mending Sail finished it 5.40 P.M. sent the Port Top Sail Yard and sent this one that came from the main at Forward. Mr Thomas that was on the Starboard watch in the middle watch [illegible] at 12 P.M. called all hands to the watch at 4 A.M. [illegible] at 8 A.M. employed in [illegible] it out of the Old Fore Top Sail & so on under the day

Lat 00°05' N Lon 27°51' W

Wed Nov 3rd

[illegible] fine weather nearly a Calm saw Spout [illegible] all Sail out steering by the wind on the Port heading [illegible] at 2.05 P.M. backed main yard at 3.30 P.M. backed back again employed in making the Awning [illegible] at 8 P.M. [illegible] fine weather and [illegible] heading [illegible] at 12 P.M. [illegible] Lat 1°25' S Long 28°12' W

P.m. with fine weather all Sail out heading S.W. and S.W.
by S. employed in [illegible]
Tried it at 4.10 P.m. sunset set the Royal &
[illegible] with fine weather and light airs [illegible]
in the [illegible] employed in making
Preparations to smoke Sail and taking out down the
After hold started a Cask of Iron Hoop took the Iron all
out Found the Cask and put it down below broke out
Luggage, and one [illegible]

Lat 5.27. S Lon 5.27. W

Wed. Nov 5th
P.m. with fine weather all Sail out. by the wind S.W. back
heading S.W. employed in Carpenters making a new
Porpoise latter part with fine weather strong trades from
E. employed in [illegible] Certain as to S.S.
broke out Water. had the F. top Sail on deck mended
it and put it out again at 12 ends this day

Lat 6.08. S Lon 31.23. W

Thurs. Nov 6th
P.m. with light winds from S.E. and moderate [illegible]
[illegible] run squall from E.S.E between that
time and 8 P.m. rain all the time Ship heading S.E. & E.
middle part with strong winds from E.S.E and squally.
latter part with better weather after 7 A.m. began to
moderate a little ship heading S by the wind S.W.

Lat 8.25 S Lon 31.34. W

Fri. Nov 7th
P.m with fine weather all Sail out steering by
the wind on P.t. heading between S and S.S.E. 7 P.m. squally
[illegible] from S.E. [illegible] Fore Sail
[illegible] weather. Latter [illegible]
steering by the wind [illegible] Carpenter stopped the Pump &c

Lat. 11.05.8 Lon. 32.53. W

Sat. Nov 8th
P.m. with fine weather all Sail on [illegible] wind on P.t.
heading between S. and S.S.W. [illegible] Sea
Royals, and Fore sails [illegible] with fine weather
strong trades steering between S and S.S.E.

Lat. 14.02. S Lon. 33.31 W

Tues Nov 9th 1886

P.M. with fine weather strong trades by the wind on
[illegible] L.L.E. hove out water & ran for[illegible]
& saw had a squall took in all the light sails
middle part with strong breezes and squally latter
[illegible] saw the same [illegible] steering by the wind
[illegible] steering about S. employed in ordinary ship duty
Lat. 19°22' S Lon. 33°23' W

Weden Nov 10th

P.M. with strong breezes from E. and squally steering
a course S.b.E. 30 M. had all sail out light saw
saw an large Lemon round North &c. in the
[illegible] strong breeze from E. steering E.S.b.E.
[illegible] the first the same day light [illegible] with [illegible]
about 200 strokes more than usual. 12 [illegible]
again 7th got about 100 strokes. saw one Vessail &c
Lat. 19°22 S. Lon. 32°28 W

Thurs Nov 11th

P.M with strong breezes from E steering S.b.E. with
the Light Sails parted sunset P.M. tried the pumps
again got about 75 or 80 strokes [illegible]
fine moonlight and a nice [illegible] saw fine weather
began with the wind E and blowing [illegible] the N.
strong [illegible] steered S.b.E. hove out water &c
Lat. 21°32' S. Lon. 31°49' W

Friday Nov 12th

P.M. with fine weather have all Sail out steering
S.b.E employed in [illegible] out boat, [illegible]
[illegible] in the house under the boat.
[illegible] through 5.30 P.M and got supper. saw one Sail &
[illegible] had with fine weather all Sail set steering
S.b.E with light winds from N and N.E employed
in taking out timber rock and putting both in
one. took [illegible] boat. Head Seas [illegible] &

Lat. 23°30' S Lon. 31°09' W

for 13th

P.M. with fine weather light airs from NE all Sail
set steering S employed in stowing down things
[illegible] saw one Sail Porpoise, and Grampus
[illegible] and latter part with light airs and calm
[illegible] saw three Sail employed in sail
[illegible] steering [illegible] Head on deck

Lat. 24°16' S Lon. 30°51' W

Nov 14th 1886

P.M. with Calm weather trying to steer S. when we got a chance. Caught in our rigging a few Albatross and a Yellow Tails. caught three of them. 3.30 got a little air and made sail. and steered South. middle part with strong breezes and very squally. took in Sail down to [illegible] Sails. middle, part [illegible] same kind of weather and the same Sail out.

Lat 25°.30.S Lon 30°.49.W.

Nov 15.

P.M. with better weather under Single reef Sails. steering S with strong breez from S.E. by E Looking Coast. to E had a freak Thomas the boat steers. Just as the Sett struck to relieve mast heads. He started from the Vise Bench and began to cry. I met him by the main Rigging asked him what the matter was he could not speak. I sent him back on deck. middle and latter parts with strong breezes squally mixed weather and about that time Thomas had a time in the waist of the boat all Him to stop. he was after a [illegible] stopped. about 6.30 P.M. shook out the reefs of the L.T. Sail. Little later reefed it again and took in the Sail.

Lat 28°.15.S Lon 28°.47.W

Nov 16th

P.M. with a moderate Gale from the S.E. steering first S.S.E then the S.E by S. one P.M. took in the main Sail and set the M.S. Sail 3.30 P.M. began to rain a little have taken up the two quater Boats. [illegible] on. middle and latter parts had weather only the reefs Sail little later took it in. hope out Water a.s.

Lat. Rain Lon. No. Obs

Nov 17th

P.M. with thick nasty weather. 1.15 P.M. began to rain hard and blow from the S.E. steered S.E. under Double reef T.S. Sail, and F. Sail 6.30 P.M. close reefed in Lines and have pumped Ship every four hours. each time about 1.30 125 strokes. Mr Thomas is in the steerage off duty. middle and latter parts with light airs and Calms accompanied by very heavy Rain Squalls middle part hove to reefs out of the Sails daylight started to set the light Sails a.s.

Lat. 31°.00.S Lon. 28°.00.W

Thurs Nov 18th 1886

P.M. with fine weather. all Sail out steering SE. wind veering from NE. to W. by the way of N. employed in breaking out Water &c. about 2.30 P.M. changed the Course to SE by E. Latter part with fine weather to see got so much water from the Pumps. light airs from SE and SE by E. wind light veering ~~varying~~ from NE. to W. by the way of N. employed in making Spun Yarn and fixing Bag Lights &c.

Lat. 5.25 S Lon. 24° 41. W

Frida Nov 19.

P.M. with fine weather all Sail out steering SE and SE by E. with light squalls veering from NE. to W employed in Spun Yarn making &c. 5.30 P.M. sent the main Royal yard down and put the cap of Thomas the Boat Steerer has been crying and acting very queer to day, do not know what to make of him Latter part Boat with a strong Breeze from NE by E. to E. by N. lights. Set all Sail and steering SE by E. to E.S.E. at 8 P.M. took in the T. Sail. hauled up Gib chain T. Sail and Mizzen T. Sail at the same time the Fore T. Runner parted the Gear came down &c. fixed things again muffled the Top Sail &c. keeping on all the rest Light on taking in until we got with Top sails close reefed raining all the time steady

Lat. Rain Lon. No Obs

Satur Nov 20th

P.M. with a moderate Gale from the N.W. steering SE. by E. under two double reefs Top Sails and Fore Sail P.M. braced the Yards and luffed to the wind on the P. tack heading W by N. furled the Fore Sail & has rained all day long never stopped once [illegible] Latter part weather setting in for a heavy gale of wind must have Head sails and more all Sail and steered SE. with light winds from N. veering from W. to SW.

Lat 32° 12 S Lon. 21° 02 W

Sunday Nov 21st

P.M. with fine weather light airs and calms. employed in overhauling the Boat Tackles and fastening new falls to each boat. and new Back Stays on the 2 Boats Mast. also one Sail. 5.30 P.M. Breeze up from S.S.W. made all Sail and steered SE by E.

[illegible] latter part with fine weather all Sail out steering SE by E with light winds from the [illegible] Saw one Sail astern at 20 ends this day

Lat. 32.10. S. Lon. 18.40. W.

[illegible] to all Sail out steering by the wind on the Larboard tack heading from SE by E to ENE with a nice breeze 6 to 8 knots in the T. G. Sail and hove to P.M. middle and latter part fine weather gave chase to a Sail steering by the wind heading E by S. K.C. about 4 to 5 m. elected to join. continued to same the distance of 4 m.

Lat. 31.40. D.R. Lon. 15.50. Ded. R

Tuesd Nov 23rd

P.M. beginning with nasty rainy weather strong breez from SE to SE steering by the wind heading between ENE and NE by E under single reef F. T. Sail employed in making a lashing for the Scuttle Butt. wind with light airs veering from ESE to SSW latter part with fine weather light airs veering from SE to ENE engaged in Sailmaking. Out the foot of the F. T. G. Sail off and mended the Sail and bent it again

Lat. 31-13. S Lon. —

Wedn Nov 24th

P.M. beginning with fine weather have the wind from E employed in Ordinary Ships duty 1.30 P.M. came in Foggy Foggy & middle part fine weather nice breeze from E.S.E. latter part fine weather wind East steering SSE with all Sail out engaged in breaking out Oil Shook set up 4 Casks. Broke out Beef, Pork, and Bread

Lat. 32-50. S Lon. 14-24. W.

Thurs Nov 25th

P.M. with fine weather all Sail out steering SE with a good breeze from NE employed in staging & putting Cork in Barells & middle part with fine weather steering by the wind SE latter part with wind a little stronger P.M. employed in the light Sails & reefed the F. T. Sail employed in breaking out Casks & Cabin, and other employed in boarding up in aft of the wheel & saw ready Fin Backs &c and this

Lat 34° 5 S. Lon. 11°06. W.

Sunday Nov. 21st 1847

am. with fine weather. have a reefed T. S. Sail with a strong breze from S.S.E. steering E.S.E. employed in repairing the Lee Quarter Boat. Fine hazy weather. Light airs and foggy. latter part and hazy weather. with all sail set steering S.E. by E. and S.E. with light airs from S. saw Sea Birds &c.

Lat. 34°17.8 Lon. 8°09.W

Sailor Nov. 22d

am. with clearing weather. light airs from N. steering S.E. with all Sail set employed in washing off the Upper Deck. 1 PM. took in said Boats to use both T. Sails and Fouled the mean Sail & middle part with fine weather. latter part day light variable mast headed &c made all Sail steering S.E. with light airs from the N. by Am. the Cooper and the rest of the People living in the Steerage entered a complaint about the Boat Steerer called Thomas Cooper told me that he said Thomas during the Watch below was up on deck then down below again at one Oclock and called Cooper, and Cook. Cooper said that he took a Whale Iron from his Berth and took the Sheath off and cut off it several times. as soon as he had done so he went to the Steerage door and told him to pass the Iron up and he did so after a few words then I told Him to give up the Gun. He said no You cant have that Gun I wont give it to You. at the same time getting down from the Chest with the Gun in His hand all loaded. He pointed it up out the door saying come down here Cook and I will blow your brains out. and you to my Husband I will blow your brains out & then he told him just come down and get your Brother. I went down the mean time Thomas came up on deck with this Gun all cocked in his hand. saying come on now Cook and I will blow your brains out. the Cook and Mate came up each carring a Revolver in their pocket. we walked out to the main Tack then we all still the Mate talked to him while he Third Mate the Cooper went round forward and came up back of him and grabbed him at the same time the Mate grabbed him and tried to take the Gun from him to Captain some how or other we finely got it after a long

the boat put the Irons on him and put him down below in the Fore hold with the Fore Tack shackled around the stanchion was not there long before some one heard him trying to break the Irons then the Capt. had Coopers to make a Shackle out of Iron Hook to put round his Ankles he has been quite still since that. so end this his knife was found wide offen in his pocket that was taken from him by the mate now end this day

Lat. 35°.00'. S Lon. 6°.24'. W.

Wednesd Nov. 29th

P.M. with fine weather and all Sail out steering S.E by E. with light winds from S.E employed in making deck S.L. & P.M. took in Fore T.G. Sail and higgen T. Stay Sail middle and latter part with fine weather and [illegible]

Lat. 35°.53'.S. Lon 4°.30'.W

Thursd Nov. 29th

P.M. with fine weather steering by the wind with all Sail out with winds from E by S. and very light saw plenty Fin Backs & sunset took in the light Sails, middle part with fine weather. latter part the same daylight made all Sail and steered by the wind S.S.E heading S.E employed in breaking out Sugger, [illegible] saw plenty Fin Backs &c.

Lat. 36°.23'.S. Lon. 3°.15'.W

Friday Nov 30th

P.M. with fine weather, all Sail out steering by the wind on the Tack heading between S.S.E and E.S.E saw plenty of Backs P.M. took in Sail. we have the said Thomas in the Irons down the hold middle part with fine weather. latter part with fine weather daylight made all Sail and steered by the wind heading East 2 E.S.E. 9.15. P.M. the Second boat was all clear to Lower Whales we got ready and lowered down the boats went on struck with a darting Gun the Second boat struck or rather went on to the Whale the Boat steer darted both Gun and iron we by some means by line was cut off the Second boat Iron then we were all clear we pulled round after them but could not get fast again after a while the Whale started to windward we saw no more of them

Lat 36°.20'.S. Lon 2°.35'.W

Wednes Dec 1st 1886

[illegible] weather. at Last out steering from [illegible] saw a sail to the Leeward was at for more 2 Hours to the Leeward we chaced off after them they soon went to the windward we did not See them from the Deck to the other [illegible] saw them on board a Ship about 2 P.M. o'clock at Noon Rowe filled one Cask with Salt Water & sunset took in Sail middle and latter part with fine weather daylight made Sail being nearly a Calm. saw plenty Fin Backs. Porpoise and Grampus.

Lat. 36.00 .S Lon. 2.2x. W

2 Thurs Dec 2nd

M. with fine weather all Sail out. light airs from S.E. and E.S.E. employed in ordinary Ship duty saw plenty Fin Backs. Porpoise. Grampus steering by the wind. started an boiled the Tar [illegible] and so on. middle and latter part with fine weather daylight made all Sail and steered by the wind. winds light from E.N.E employed in heaving out Tar. [illegible]

3 Lat. 36. 35. S. Lon. 1. 41. W.

Friday Dec 2nd

M. with fine weather. and all Sail out steering by the wind on both tacks with Light winds from E.S.E employed in piping up two tubs & bent the old F. Stay & bent [illegible] on light Sail. the man in Irons. had one dose of Cod Oil middle and latter part with fine weather daylight made Sail and steered full and by one Sail in night and a few Fin Backs. &

4 Lat. 36° 46. S. Long. 3° W.

Satur Dec 3rd

M. with Squally weather strong breeze from N.N.E employed in Latching [illegible] the Irons from the Wrists of Thomas as he wished to change his Clothes. when the Irons were off he wanted to come on deck and wash himself he said would not [illegible] he began to talk and cry and cry. & the mate could not get him to put on his Clothes that is his clean ones I mean so I put him in Irons again sunset took in Sail and steered by the wind. saw plenty Whale fish &

Lat. 36 34 S Long. [illegible]

Saturday Dec. 3rd 1836

middle part with Squally weather. latter part with strong breze from N.N.E. hove the ship to and made Sail steering E.S.E. employed in making a nice place down for the Hold for the Oil in Irons. saw plenty Finn Backs saw a little White Head &c

Lat. 36°.22'. S Long 2°.40. E

Sunday Dec 4th

PM. with a nice day. have all Sail out steering E.S.E. with strong breze from N.N. saw Finn Backs, Fish and one Sail. sunset took in Sail and hauled aback on the Starboard tack have started to day to give the man in Irons the same food as the Man got Forward. middle part with fine weather. latter part with fine weather daylight made Sail and hove ship steering E.S.E. had a nice breze from S.W. at 8PM began to haul and to set. had nearly a calm the ballance of the day

Lat. 36°.30. S Long 4°.42. E

Monday Dec 5th 36°.22. S 2°.40. E

PM. with fine weather all Sail out in a calm. this morning saw one Sail called at Middle sunset Shot Sail & [illegible] PM. [illegible] E. squared the Yards and steered SE. daylight made Sail took out Water &c saw two F. Backs

Lat 36°.35. S. Long. 0°.23. E

Tuesday Dec 6th 36°.30 4°.42

PM. with a strong breze from N.N.E [illegible] E. under reef'd Sail employed in breaking out Reef &c. 7 PM. close reef'd Fore Sail & furled the Fore Sail. braced up the Yards and hauled to the Wind on the Starboard tack. middle and latter parts with Squally raing weather accompanied with strong breze from N.N.E. steering from N.E. to N.E. by E. [illegible] ends this day

Lat 31°.48'. S. Long. 7°.10'. E

Wednesday Dec 7th 36°.35 6°.23

PM. with clearing weather wore ship 12.05. PM. braced up the Yards and hauled to the wind on the Starboard tack. 3.15. PM. wore ship and steered S.S.W. saw plenty F. Backs, and a little fish sunset took in Sails and hauled aback middle part calm [illegible] Lat 36°.48.2 [illegible] in sight. did not make any Sail until 6.30 PM. had a breze from E.N.E. set all Sail and steered off for [illegible] saw two Sail to the [illegible] saw two F. Backs &c

1886

P.m. with good weather. strong winds from N.E. to E.N.E. making for the Straits of Gibraltar. Sailed through fleets of birds have been taking in sail all the afternoon as the current runs very high under close reefed Fore Sails and took up the Larboard Tack. Middle and latter part with a moderate Gale from the S.W. veering to on the Starboard Tack.

10 Lat 36.55.S Long 5.36.E

Friday Dec 11th

P.m. with a moderate Gale from S.W. veering to W.S.W. moderate a little. at the commencement of middle part with fine weather daylight and bright sun. and a fine day made Sail and stood off E. to E.N.E. employed in making out Noons & saw plenty Fin Backs at ends this day. No Man in Sight refuges to Eat, or speak since daylight AM

11 Lat 36.55. S. Long 5°.12.E

Saturday Dec 11th

P.m. had the most of weather. with rain from S.W. employed in running off one way and the other looking at Noons. 3.15 P.m. observed among the Fleets for what we took to be Whales found that they were not and called the Boats in course the Ship must look in Sail heading S.W. by the Wind on Starboard Tack saw plenty Fin Backs and Birds. middle and latter part with fine weather moderate made Sail and stood on the Wind heading in for the N.E. with West winds. Sunset took in Sail

12 Lat. 37.15. S. Long 5°.32. E

Sunday Dec 12th

P.m. with fine weather light winds from S.W. veering to N.W. wind heading N.E. by E. with all Sail set. middle and latter part. Calm throughout most part Heads at 1.30. then set the Fore

13 Lat 36.40.2 Long 5.12.E

Monday Dec 13th

P.m. with fine weath ded calm. 3.30 P.m. began to wage from the S.W. made all Sail during by the wind heading from N.N.E. to N.W. by W. employed in changing the Blocks on the main Sail from down the Fiddle cannot see in sail saw five Fin Backs

Dec. 13th

A.M. clearing with nice weather daylight made all Sail steering by the wind with light winds from S.S.W. to W.S.W. employed in Reducing this day and part of last Evening Dec. 14th

Lat 36.26. S Long 7.54. E

Tuesday Dec 14th

P.M. with good wea... light from S.S.W. Saw a Sail to the windward Seeing westward sunset took in Sail middle and latter part moderate weather daylight saw one Vessail to the Eastward Joined C.H. Morgan at sunset made a little Sail and were Hove to and stood along with the other Ships 6h P.M. said Vessail ran across our stern and spoke us we gamed so ends this day &c.

Lat 35.55. S Long 7.24. E

Wednesday Dec 15th

P.M. with fine weather steering by the wind from S.W. to S.S.E. Seeing and employed in Reaming been running into the S.E. ... stood under the Sun. took in Sail and steered towards the S.E. by E. 1/2 E. A.M. light & the wind latter part made Sail saw one Finback one Humpback and one School of Porpoise struck one and saved it

Lat. 35.10. S Long. 8.15. E

Thursday Dec 16th

P.M. with fine weather all Sail out steering by the wind on the Starboard tack the Vessail C.H. Morgan sunset took in Sail &c. middle and latter part with Calms and light airs from the Westward daylight made Sail &c saw one Vessail

Lat. 36.05. S Long. 8.19. E

Friday Dec 17th

P.M. with fine weather with light airs from S.W. employed in breaking out Water, Coffee, and Beef. painted one Iron work &c saw Finbacks, Grampus Fish, and Sharks two of the latter were killed. sunset pulled the Sail in middle and latter part with fine weather daylight made all Sail and steered between S.E. and E.S.E. with a fresh Sail breeze from W.S.W. about 8h A.M. came in Foggy we lost the Charles H. Morgan 9h A.M. was called ahead & went first to the E. then to the N. saw plenty Fin Backs

Lat 36.30. S Long 8.31. E

Thursday Dec. 18th 1884

[illegible] with clearing weather light breezes from [illegible] with all Sail set steering by the wind on 3d Tack saw plenty fin Backs & sword fish in Sail at all [illegible] and gales fresh with fine weather daylight made all Sail heading SW. with light breezes from [illegible] saw fin Backs and Whales &c.

Lat. 37.05. S Long. 7.46. E

Friday Dec 19th

Em. with Squally weather. breezing on quick from NW. to SW. in Sail according 6.30. Em. under two close reefed Top Sails heading SW. by W. middle part blowing a strong breeze from NW. veering to SW. latter part with a few squalls &c. 10.30. P.M. made a [illegible] and manned mast Heads &c.

Lat. 37.30. S Long. 7.54. E

Saturday Dec 20th

Em. with a strong breeze from W.S.W. to the wind on 1st Tack. under Short Sail. midnight more SW. and took in the main Sail. middle part with moderate weather wind veering from W.S.W. to [illegible] latter part daylight [illegible] W. had it [illegible] Sounder set a bell which then took them in again. when the mate was [illegible] to take it in the Steward saw smoke in the Cabin and he looked in the Boat and found every thing on fire. the fire put with a few buckets of water. the fire caught from from the Smoke Stack on the house. we took in some more Sail. and furled the F. Top Sail so on this day.

Lat. 38.28. S Long. 7.35. E

Tuesday Dec 21st

Em. with windy weather. at 2 P.M. from the NW. [illegible] of all the Boats, and furled the Fore T. Sail 7.30 Em. Thomas the man in Irons was making a great deal of noise. the mate went there and tried to stop him but could not without force [illegible] he said after he got through that the was in Irons when the mate spoke a few and he could not speak to any one then. he would after he had finished his [illegible]

Tuesday Dec 21st 1886

Middle part with Gale from N.W. latter part started to haul sails to N. and made a little way set the 2. Sail. S.b, Spanker, one reef in each of the Sails on the Mizen mast by the wind steering N.N.W.

Lat. 38.22. S Long. 6.38. E

Wednes Dec 22nd

P.M. with a strong breeze from W. stowed the main Sail began to breeze up again we took in said close reefed the Foresail and so on, stowed mizen mast Mizen, mast & the rest we [illegible] of 8 K [illegible] [illegible] [illegible] daylight made a little Sail and steered by the wind as before with a strong breeze from N.W. W.S.W. employed in making Beans

Lat. 37.10. S Long. 5.24. E

Thurs Dec 23rd

P.M. with fine weather light winds from S. and a heavy swell from the W. at 1.15 P.M. wore Ship and steered E.S.E. set the light Sails &c. sunset took in the light Sails still steering E.S.E saw a few Fin Backs &c.

[illegible] died out calm. remained so until 9.30 A.M. when it [illegible] slowly from the N.W. and backed to N.N.E. made sail and steered E.S.E. [illegible] Beans &c. so ends this day

Lat. 37.00. S Long. 6.19. E.

Friday Dec 24th

P.M. with nice weather, all Sail set steering E.S.E. with the wind N.N.E. employed in Ordinary Ship duty. saw a few Fin Backs, Porpoise, &c. sunset took in light Sails & middle part with fine weather steering E.S.E. latter part with fine weather daylight made all Sail, saw many S. Backs [illegible] c in Carpentering a little had the man in Irons to wash his Clothes and so on. 9.25. A.M. David Thomas was at mast head sang out there goes flooks it was a Right [illegible] we lowered down and got him the Sec Male struck first we brought him to the Ship, about 12 so ends this day

Lat 36.35. S Long 5.21. E

Satur Dec 25th 1886

Pm took up the Boats and got Dinner all hands then got up the Cutting gear and cut them in got all through and all cleared up sails furled and got supper at 6.30 Pm set the watch for the night & middle part of the first watch tagging & crack employed in Coiling up the Timber and clearing away the Boat & 6.30 P.M. started the Works 7.30. made Sail Heading E. on Pt Tack so ends this day

Lat 36.26. S Long 8.48. E

Sunday Dec 26th

Pm with fine weather employed in Boyling, and piping, & the Boats the 2d Boat was clear & piped her at 4.30. Pm were ship about 5.30. P.M. the Main in Irons broke loose that is the hook broke the chains from the foot and came on all hands were on deck. no one saw them but the Mate he was before the works. caught sight of him as he was going through the waist he dropped every thing and started for him. at the same time asking him where he was going he was going he never turned or say a word but went as fast as he could for the cabin door. he got down the stairs when the Mate reached him took him by the Collor and hauled him on deck again then the Mate called for some one to hold on to him while he got the Irons they were put on Thomas and he was marched back to the Fore Hold and the Chains shackled to the ring as before by but the Shackle was muffled. sunset work in Sail. and set the Watch

Monday Dec 27th

in breaking out & started one cask of Bread, one

Ground Tier 6 casks of Oil. the three casks containing 671 Gls

Tuesday Dec 28th 1886.

Thursday Dec 29th

Fridays Dec 31st

Saturday January 1st 1887

P.M. with fine weather. all sail out steering W.S.W. with light airs from N.E. employed in [illegible] and [illegible] the [illegible] at 5 P.M. began to [illegible] with squalls from different ways. 11 a.m. freezed up from N.E. then moderate breeze W.N.W. [illegible] employed in [illegible] and [illegible] making Yards &c

Lat 35°15. S Lon 1.25. E

Sunday Jan 2nd

[illegible] fine weather and a nice breeze from N.E. to E.S.E. employed in setting up the Jacob box but the [illegible] it would not work in the [illegible] heading S.W. by W. at 8 P.M. this morning split one of the Nickels and first rate. [illegible] fine weather [illegible] with light airs from N.E. at 4 A.M. with a strong breeze from N.N.W. and squally [illegible] in the light sails, set the Royals & the Topsails

Lat — Lon —

Monday Jan 3rd

[illegible] fine weather. Squally & [illegible] wind veering round [illegible] Yards & P.M. [illegible] Sail and Sail to on the port tack. 4 A.M. with a [illegible] Gale from the S.W. about 7 A.M. raised a Sail from the running down before the wind. came down and [illegible] [illegible] formed Ne to be the B.S. morning Star

Lat. 36. 30. S. Lon. 7. 55. E.

Tuesday Jan 4th

[illegible] with a moderate Sail 4 in the [illegible] Lying to under Short Sail [illegible] the Morning Star close to us. Last part blowing hard from the W. in Squalls [illegible] to [illegible] Mizzen Staysail &c [illegible] can see not this passed close to us.

Lat. 35. 50. S Lon. 7. 34.

[illegible] fine [illegible] weather very smooth &

35. 20. S about 4 A.M. the B.S. Morning Star [illegible] us [illegible] the [illegible] Lat. [illegible] fine weather [illegible] and [illegible] Lon [illegible] Passing [illegible] the B.S. Morning Star &

Thursday January 6th 1887

P.M. employed in cumming. No 85 morning Star.
Hove to & let drift to the wind heading S.
Saw one Sun Fish, at 10.15 P.M. woke up the Gun.
Middle part with fine weather. latter part the same.
Employed at all sail, and at 1 P.M. 6. A.M. & P.M.
5 & 12 A.M. reef & so once per day.

	Lat. 35.20. S	Lon. 7.52. E
Friday		
Jan 7th	34.32	8°33'

A.M. employed in washing off. Had a little fog at
Sunset took in sail and stood to the wind on St tack.
Middle part with strong breze from W.N.W.
Hauled Courses & S. Latter part with fine weather.
Employed in reefing about 9.30 A.M. the mid
Latter Storm Trisails we carried down and got
them down on deck but did
not set on account of the blue and was
Down to the Ship & the Boats of, and got
Supper past 6.30.

	Lat. 34°32'. S	Lon. 8°33. E
Sat		
Jan 8th	33.40.	9.03.

A.M. with fine weather and breze from W.S.W.
employed in cumming Whales. at 4 P.M.
run down to the Ship took on board got supper 6.30 P.M.
sunset took in sail and stood along by the wind
on the St tack. middle part with fine weather
and latter part the same employed
in [illegible] and at 12 reefed main sail
along by the wind on the tack we made this day

	Lat. 35.40 S	Lon. 9°09 E
Sunday		
Jan 9th	34.00	9.43.

A.M. with fine weather and a strong breze
have been standing along on the wind short tack
sunset took in sail middle part fine weather
latter part the same with a strong breze from S.
and S.S.E. saw one Sun Fish. at 12

	Lat. 34°00. S	Lon. 9.28.
Mond		
Jan 10th	34.05	9.28.

[illegible]

Lat 34°03. S Lon. 8°28. E

33.28 1.26

cross to off the lee beam we boared down and the Whales went to the windward so ends this day.

Lat. 33.48. S Lon 7°03. E.

Jan 13th. 33.20 9.25

Employed in chaceing Whales 4.30. P.M. the boats were

Employed in breaking out &c.

Lat. 33.28. S Lon. 9.05. E

33.20 9.12

were with fine weather winds were light & variable

Saturday January 15th 1887

Lat. 33. S. Lon. 9 00 E

Sunday Jan 16th

Lat 32.50. S Lon. 8.47. E

Jan 17th

Lat 32.02 S Lon 8.32. E

Lat. 33.11. S Lon. 2.9. E

Jan 21st

Lat. 33.25. S Lon. 2.18. E

Friday Jan 21st

Lat. 33.30. S. Lon. 2.45. W.

Jan 22nd

Sunday January 23rd 1887

8m. fine weather employed in cleaning Table. 12 m. [illegible] middle and latter fine weather 3.45. 4 m. called all hands started to cutting &c

Lat. 33.35. S. Lon. 10.04. W.

Mond Jan 24th

8m. fine weather employed in cutting [illegible] at 12 m. moved [illegible] 4.30. 4 m. called all hands and [illegible] Junk and cut the Junk in the mean time the works has been started &c

Lat. 33.30. S. Lon. 10.08. W.

Tues Jan 25th

8 m. 3.30. [illegible] hooked on to the case and and hoved that up got it all most up then stopped and called the last middle and latter part fine weather employed in Boiling &c

Lat. 33.28. S Lon. 10.09. W.

Wed Jan 26th

8m. with fine weather employed in cutting, making out and &c started one back at 12 and one 8 at Hams &c middle and latter part with fine weather employed in Boiling and so on about 11.30. 4m finished trying out

Lat. 33.33. S Lon. 9.30. W

Thur Jan 27th

8m. fine weather employed in clearing up decks and so on until 12 [illegible] Ship and hauled [illegible] for to break out and stow Oil &c

Lat. 33.40. S Lon. 9.37. W.

Fri January 28th

8m. fine weather [illegible] at 12 [illegible] and stood off [illegible] at 4 [illegible] and [illegible] and so on [illegible] and stowed down [illegible]

Lat. 33.25. S

Lon. 9.50. W

a.m. with fine weather wind Easly.
in Lean Oil in a Barrell &c

Jan 29th
P.M. fine weather winds Easly.
imployed in washing off decks &c. unmooring
in Lat. 33.56. S Lon. 8.47. W E
ing out Coal & fixing two other Cables.

Sund Jan 30th
P.M. with fine weather set sail out with
N.W. Winds. employed in ordinary Ship duty
close reef main Topsail and so on
Lat. 33.35. S Lon. 9.38. W E

Mond Jan 31st
P.M. with a moderate Gale from S.W.
have a heavy sea &c sunset began to hoderate
a little. middle and latter Ditto moderating saftly
made a little Sail &c wind S. broke out the
After hold, started one Bbl Pork &c.
Lat. 33.43. S Lon. 8.55. W E

Tuesd Feb 1st
P.M. with nice weather wind South, imployed
in ordinary Ship duty sunset took in sail and
braced up the Yards &c
weather imployed in ordinary
Lat. 33.02. S Lon. 9.2. E

P.M. fine weather with light Variety winds
imployed in ordinary Ship duty sunset took in Sail
middle part fine weather latter part the same.
Light Southerly winds
Employed in ordinary Ship duty &c

Lat. 32.32. S Lon. 8.32. E

Wednesday February 3rd 1887

P.M. with fine weather all Sail out with regard from 1st to 8 employed in ordinary Ship duty sunset

Lat. 33.22. S Lon. [illegible] E

February 4th

P.M. with Thick foggy weather shortening Sail with strong Gales from the Southward and Hail and set F. Sail. Gib. and Spanker. middle and latter part with strong Buzzes from the Southered saw one Ship Vessail &c

Lat. 33.50. S Lon. 9.25. E

Feb 5th

a.m. with a Moderate Gale from SW employed in ordinary Ship duty middle part with the same kind of weather. latter part the same 6.30. A.M. wore Ship and steered NE. under Fore Sail and two Reefed Top Sails so ends this day

Lat. 33.17. S. Lon. 10.05. E

Feb 6th

P.M. with a Moderate Gale from S. steering NE.by N. P.M. Ruffed to the wind took in F. Sail and F. Top S. middle part with strong Trades latter part the same 8.30. a.m. Kept off. set the F. Sail, and F. Top Sail and steered NE.by N. so ends this day

Lat. 31.40. S Lon. 10.03. E

Feb 7th

P.M. with strong Trades. corse steered is NE.by N. under two reefed Top Sails. & F. Sail. wore & Ruffed to the wind. took in all but the main S. Sail middle part with strong trades latter part the same daylight made a little Sail and kept off NE.by N.

Lat. 30.07 S Lon. 10.12. E

Feb 8th

P.M. with fine weather [illegible] Corse steered NE. employed in ordinary Ship [illegible] middle part [illegible] steered NE. middle part fine weather latter part [illegible] and a little later [illegible] employed in [illegible] so ends this day

Lat. 27.42. S Lon. 10.58. E

Wednesday February 9th 1859

Com. with fine weather. Drise [illegible] steering N.E. by N. employed in [illegible] the Starboard Watch on deck. 5 or 15 [illegible] the cry of a man overbord came from aloft the [illegible] jumped aft and put the wheel hard down then sprang for the Larbord Boat. She was quickly landed in the water and when there found out there were all three Officers in the Boat. this man was our Cook his name was — Antone. P. Mella. as near as we can find out the man went over the side to make Water as the Steward says he has been in the habit of doing every day the man was some distance from the Ship when the ship Boat struck the water owing to speed of the Ship. we were steering N.E. [illegible] with a strong trade Wind. with Main Top. G. Sail out the boat went strait for him as could go and as quick. Just before we got to him he lay flat on his back as though He knew we were coming to pick Him up. Mr. [illegible] got the boat Hook to reach him but just before he could reach him he sank down never to rise again. we could see him a long time under water. and [illegible] the boat [illegible] over him hoping he [illegible] come again but he went down that time to come no more sunset took in Sail &c. middle part steering N.E. by N. with strong trades. latter part the same employed in ordinary Ship duty &c. so ends this day.

Lat. 25.14. S Lon. 10.38. E

Thursd. Feb. 10th

Com. with fine weather. steering N.E. by N. under single reefed top sails and Fore Sail. with strong trades. been employed in Sailorizing &c. saw one Bil Fish. middle part fine weather steering N.E. by N. latter part the same employed in [illegible] [illegible] and [illegible] [illegible] one [illegible] of Molasses 125 [illegible] Lat. 22.55. S.

Lon. 10.38. E

Frid. Feb. 11th

Com. fine weather. steering N.E. by N. under short Sail. employed in ordinary Ship duty. sunset [illegible] with the head Yards backed [illegible]

[illegible]

Lat 21.20. S. Lon 10.36 E.

Saturday February 12th 1857

[illegible] with fine weather for [illegible] steering S.S.E under [illegible] steering abaft from the S.E. wind [illegible] Main Top Sail a[illegible] [illegible] reefed latter part the same a[illegible] set the Fore Top Sail a. Fore Sail and steered N.N.E

Dist. 19.45. S.
Lon. 10. 23. E.

Sunday February 13th

a.m. with [illegible] steering S.S.E under short S.S. [illegible] employed in setting [illegible] Fore Sail a. Fore Sail [illegible] the first [illegible] middle [illegible] day light made a little Sail 6.15. A.m. kept off to N.N.E

Lat. 18.30. S.
Lon. 10.32. E.

Monday February 14th.

P.m. with fine weather steering N.E by N. with light [illegible] hoisted in with the head Yards backed a. middle and latter part fine weather day light made a little Sail. broke out Water a sent down the Top Sail after breakfast [illegible]

Lat. 17.45. S.
Lon. 10.34. E.

Tuesday February 15th

P.m. with nice weather steering N.N.E. with very light [illegible] employed in [illegible] Sail. 3.40 p.m. finished [illegible] Main boat at anchor 10 in 5 fad and lay [illegible] with the Fore Yard backed. saw plenty Squid to day.

Dist. 16.57. S.
Lon. 10.22. E.

Wednesday February 16th

P.m. with fine weather, steering [illegible] employed in setting up Rigging [illegible] Fore Sail and [illegible] Main boat [illegible] Grampus [illegible] fine weather, light breezes a. daylight made a little Sail and steered N. 7th A.m. took in the Starboard Boat and started to [illegible]

Lat. 15.20. S. Lon. [illegible] E.

Sunday February 12th 1837

P.M. with fine weather steering S.W.b.W. with light
Trades at 5.30 P.M. had the Boat finished and
sunset took in Sail and hoisted it
with the Fore Yard Rocked on Starb. Tackles
until one with fine weather and
light Trades employed in piping the Larboard and
Starb. Boats [illegible] and
Part them out again 20 ends this day

Lat. 15.20. S.
Lon. 9.10. E

Monday February 13th

P.M. fine weather light Trades steering by
the wind on port tack employed in piping Boats
sunset took in Sail & middle part fine weath.
latter part the same. 6 A.M. hoisted the Starb Boat
up and started to Paint her. & 20 ends this day

Lat. 15.00. S
Lon. 8.47. E

Tuesday February 14th

P.M. with fine weather and Calm employed
in Painting the Larboard and Starboard Boats
finished them and took in Sail at sunset.
[illegible] latter part fine weather and
very little [illegible] employed in Breaking out &c

Lat. 15.03. S
Lon. 7.56. E

Monday February 20th

P.M. with easy weather employed in taking
in & unsent took in Sail. made and [illegible] part
with fine weather, 6.30. A.M. kept off W.N.W. saw a
few small Fish caught one [illegible]

Lat. 15.20. S
Lon. 6.40. E

Tuesday February 21st

P.M. with fine weather steering W.S.W. under
Sail & Sail sunset took in Sail & Rocked the
Fore Yard. Middle part Calm latter part fine
weather 6.30. A.M. made a little Sail and stood W.N.W.
employed in overhauling Cords, Painting the Tops
& the Fore Yard in the Evening sunset took in
Sail & Rocked the Fore Yard.

Lat. 15.25. S
Lon. 6.38. E

Tuesday February 22nd 1857

[illegible] fine weather having A. 1 [illegible] a nice
wind Sail Cape. employed in painting & [illegible]
in Sail and tacked to Sea Ward. middle and latter
fine weather daylight made Sail and steered W. N. W.

Lat. 15. 10. S.
Lon. 4. 44. E.

Wednesday February 23rd

[illegible] fine weather all Sail set having A. 1 [illegible]
light Airs employed in Sailorizing and Fishing.
caught about 250 Dolphins and tallied them down
sunset took in Sail and lay aback. middle and
latter part fine weather all Sail set having A. 1
caught a great no fish and tallied them &c

Lat. 14. 55. S.
Lon. 4. 03. E.

Thursday February 24th

1 p.m. fine weather light airs having A. 1 with
Sail set employed in working on the head yar sailing
and laying down sunset took in Sail and lay aback.
middle and latter fine weather light airs steered
W. saw one Tin Back employed in cleaning Bone.

Lat. 15.14. S.
Lon. 2.29. E.

Friday February 25th

1 p.m. fine weather with all Sail set having A. employed
in cleaning Bone. sunset took in Sail and lay aback.
put the Bone in poke for the night.
latter part fine weather light airs made Sail
and &c broke out water and started to wash Bone. &c
saw one Hummer going to the Southward 20 ends this day

Lat. 15.30. S.
Lon. 2.15. E.

February 26th

8 a.m. with fine weather employed in washing Bone
finished that then went to work on the Bone
sunset saw one Tin Back this time took in
Sail and [illegible] the Bone on deck
fine weather through the middle and latter part
made Sail and stood by the wind steering about N.
employed in drying Bone and making it up for Stowage

Lat. 15.30. S.
Lon. 1.51. E.

Sunday February 27th 1887

employed in grindgoing Bone, and washing Ship &
saw Porpises, Grampus & Fish & sunset took in Sail.
the rest of the day fine weather daylight made all
sail S.S.E. with a light airs from E.

Lat. 15.31. S.
Lon. 1.30. E

sunset took in Sail middle and latter parts with
the wind Fresh Trades steering from daylight
to sail and latter a pleasant day from the N.E.

Lat. —
Lon. —

Tuesday March 1st

PM. with fine weather fresh Trades steering
S.E. wind standing S.W. & S. all sail
employed in working on the bigger day
part of the day spared it and sail trying in
the latter part with strong Trades and squally.

Lat. 15.56. S.
Lon. 1.31. E.

Wednesday March 2nd

PM with fresh squally weather and strong Trades
under short sail standing along on the S.E. tack
employed in working up the bigger staying
working out & small fish in sail middle and latter
part of day as daylight made a little sail
and employed in working in the bigger
staying & saw a few fish at ends the day.

Lat. 15.60. S
Lon. 1.36. E

Thursday March 3rd

PM. with strong Trades close by the wind on the
old tack & latter P.T. tack under short sail
employed in working in the staying &
sunset took in Sail middle and latter parts
with strong Trades close by the wind P.T. tack
a.m. sent the Gib in and took out another
and sent it and
took out one Cask Bread.

Lat. 15.34. S
Lon. .57. E

Friday March 4th 1887

P.m. with strong trades. Corse by the wind S.E. tack under short Sail employed fixing two Reefs a sunset more ship and took in Sail

a.m. with strong trades employed overhauling two Reefs &c. caught a few Fish. ~~sunset took in Sail~~.

Lat. 16.20. S.
Lon. 1.7. E.

Saturday March 5th

P.m. with strong trades Corse by the wind S.E. tack. employed overhauling two Reefs &c. sunset took in Sail & middle and latter parts strong trades daylight made a little sail and steered by the wind on S.E. tack

Lat. 15.36. S
Lon. 1.55. E

Sunday March 6th

P.m. with strong trades Corse by the wind S.E. tack employed overhauling two Reefs &c. after tops'l yard & sail and water and took in Sail middle and latter parts with strong trades. daylight made a little Sail &c.

Lat. 14.48. S
Lon. 2.28. E

Monday March 7th

P.m. with light trades. course by the wind on the S.E. tack saw Porpoise &c. sunset took in Sail and [illegible] middle and latter [illegible] made sail steered off West employed fixing two Reefs

Lat. 13.05. S.
Lon. 1.31. E.

Tuesday March 8th

P.m. with fine weather light trades. steering W.N.W. employed cutting up Cutting Gear and putting new [illegible] saw a Sail & sunset took in Sail and Carried to the wind middle and latter parts with fine weather and light trades employed breaking out Beef and at m. saw the R.M. Gray Hound she came down to us and we gammed.

Lat. 15.14 S.
Lon. 45. E.

Wednesday March 9th

P.m. fine weather steered by the wind on the P.S. tack with light trades. sunset took in Sail and gave up the Gam. middle & latter parts fine weather employed mending Fore Sail

Lat. 15.20. S.
Lon. 11. E.

Thursday March 10th 1857

P.M. with fine [illegible] steering by the wind Pt. tack saw one Sail. have been employed Sail mending sunset wore Ship and took in Sail. middle and latter part with fine weather daylight made Sail [illegible] by the wind. [illegible] between [illegible] and [illegible] employed Sail mending the Spanker first &c.

Friday March 11th

P.M. with fine weather light winds from [illegible] steering by the wind on St. tack employed in [illegible] saw one Finback. sunset took in Sail [illegible] fine weather daylight made all Sail [illegible] by the wind [illegible] the Main Sail [illegible] on deck [illegible] and afterwards bent it again

Saturday March 12th

P.M. with fine weather almost a Calm have all Sail set steering by the wind on Pt. tack employed [illegible] off [illegible] Top Sail Braces &c. saw Porpoise Grampus &c. sunset took in Sail. middle and latter part fine weather daylight made all Sail and [illegible] N.N.W by compass with light [illegible] employed breaking out. catching fish and making a new King Stoper

Sunday March 13th

P.M. with fine weather all Sail out steering N.N.W. [illegible] light employed catching fish, cleaning and salting them. sunset took in light Sails and kept the same course as before. middle and latter part fine weather all Sail out steering N.N.W

Monday March 14th

P.M. with fine weather all Sail out steering N.N.W employed working the [illegible] &c. middle and latter part fine weather [illegible]

[illegible]

Tuesday March 15th 1837

P.M. with fine weather. under Short sail steering towards St Island 1.30. Fin. backed up the Bards and tuffed two convicted Washing Ship sunset took in Sail and wore Ship with fine weather for the middle and latter part daylight not [illegible] run down to the Cape. Coast down the boat and the Capt went on shore carrying one sick man with him so ends this day.

Wednesday March 16th

P.M. fine weather lying off and on St Helena dark took in sail weather squally saw one vessel and so on middle and latter part fine weather lying off and on came to an Anchor 10.30. A.M. so ends this day

Thursday March 17th

P.M. with fine weather at Anchor employed in washing Ship out side. middle and latter part with fine weather daylight called all hands and turned to get up with buckles and take out so so ends the day so far.

Friday March 18th

P.M. with fine weather employed getting things from the [illegible] middle and latter with [illegible] weather daylight in Ship [illegible] and so ends this day

Saturday March 19th

P.M. with squally weather employed Breaking out and so on. middle and latter part with fine weather

Sunday March 20th

[illegible]

Monday March 21st 1859

[illegible] equally weather so ends this day

Tuesday March 22nd

[illegible] ordinary Ship duty Middle and [illegible]

Wednesday March 23rd.

[illegible] fine weather employed in ordinary Ship duty in the latter part the same so ends this day

Thursday March 24th

[illegible] employed breaking [illegible] so ends this day

Friday March 25th

T.S. Souza. PM. in Port fine weather employed in Ship duty [illegible] latter part the same so ends this day

Saturday March 26th

PM. fine weather employed in ordinary Ship duty in the latter part the same so ends this day

Sunday March 27th

[illegible] employed [illegible] latter part sent one Watch on liberty so ends this day

[illegible]

[illegible] Tuesday March 29th 1887 laying in St. Helena.
[illegible] Fm with fine weather giving liberty [illegible]
[illegible] and one half the other watch went on shore the day
[illegible] all 4 returned.

[illegible] March 30th
[illegible] Fm [illegible] employed in cleaning ship
Received [illegible]

Thursday March 31st
PM fine weather all hands employed cleaning ship
[illegible] had happy times on board Schooner
Sallie Beard [illegible] her departure to Sea &c

Friday April 1st
PM. with fine weather took on board 1 Bark, and
one Cask of Bread from Bk Morning Star about
3h PM. the Crew began to come off when they were
all on board we took our Anchor and went to Sea
middle part with fine weather laying off and
other part stood in towards the land on Port Tack
and [illegible] this day all hands well.
Lat St. Helena
Lon St. Helena

Saturday April 2nd
PM. with fine weather laying off St Helena
4.30 PM. stood in to the land and staid there until
the Capt came off That was 4.30 PM. we then made
Sail and Steered W. about 6.30 tacked to the South
and so on other part fine weather all Sail and
steering by the wind steering SW employed in Sayling
Lat. 17.22. S.
Lon. 7.21. W.

[illegible] April 3rd
PM. with fine weather light trades steering by the wind
[illegible] part fine we
[illegible] and a rain squall over and then and that ends this day
Lat. 18.12. S.
Lon. 8.07. W.

Monday April 2d 1821. making a Passage from ..

April 3d

... fine weather light trades Steering by ... all Sail and heading between S by W and W.S.W. middle part fine weather ... strong ... ... one ... ship ...

... S
Lon. ... W

April 4th

Pm fine weather. with all Sail out steering by the ... heading between S and S W. employed breaking out Water & middle part fine weather all Sail set. ... part employed ... part ... ... Sheets changed ends with fore Sheets

Lat. 23.05. S
Lon. E. 20. W

Wednesday April 5th

... fine weather all Sail set ... heading ... light ... middle part ... reefed ... ends this day this ...

Lat. 25.12. S
Lon. 10.23. W

Thursday April 7th

... strong Trades. heading between S and S W. ... employed in ordinary Ship duty

Lat. 27.05. S
Lon. 10. 30. W

Friday April 8th

... moderate ... fine weather and all Sail out ...

Lat
Lon.

... St. Helena to the Indian Ocean thence to Cruise.

Lat. 30.03. S
Lon. 9.30. W

Saturday April 8th

[illegible] Lat. 30.08. S
Lon. 8.30. W

Sunday April 10th

[illegible] Lat. 32.48. S.
Lon. 7.22. W

[illegible] Lat. 33.50. S
Lon. 6.35. W

[illegible] Lat. 33.42. S
Lon. 5.06. W

Lat. 35.52. S
Lon. 3.03. W

and 6 empty

Lat. 36.25. S
Lon. 2.37. W

Saturday - April 16th

Lat. 36.45. S
Lon. 1.42. W

Sunday - April 17th

Lat. 36.50. S
Lon. 48' E

Lat. 36.57. S
Lon. 0.21

[illegible]

Tuesday April 19th

[illegible] with the weather as last and steering SE by E. E. with a strong breeze [illegible] at 8 A.M. hove the yard Rope on the st. S. Sail & found it fast that and set it again took in the sail and [illegible] at 8

[illegible] steered SE. by E. ½ E. every thing battened down.

Lat. 36.48. S
Lon. 9.15. E

Wednesday April 20th

P.M. with a Gale of wind from the W. standing S.E. and S.S.E. under the storm Sails by the Log. Hove to at 1 o'clock P.M. and lay to Sailing according as the Current set. Shifted the F. T. Sail as mentioned at 1.15 P.M. took in the F. Sail and luffed to the wind and Gave assigned the main F. Sail. blowing very heavy. Hazy & weather thundering a little. Kept off again and made Sail again steering SE.

Lat 36.33. S
Lon 10.44. E

Thursday April 21st

P.M. with a strong Gale from the W. and very hazy steering S. by E. ½ E. Saw the Cape Lighthouse with fine weather. and a heavy swell. 9 A.M. set the Main Sail. 3 P.M. Cape Lighthouse bearing SE. 2 P.M. had a Calm then the wind Chawled aft and breezed up a little. Have been employed setting up F. Top Mast S.K. Stays &c.

Lat 37.03. S
Lon 12.44. E

Friday April 22nd

P.M. with fine weather light airs from the N.W. steering SE. with all Sail and a heavy swell employed setting up F. T. Mast Back Stays on the after side. [illegible] Cape Birds and Boats, Ships, Barks, and Luggers. and Schooners

steering SE. [illegible] winds from N.W. to [illegible] employed getting up Quick Stanchions [illegible] employed setting up Main Top S. Stays on the Starb. Side

Lat 37.50. S
Lon [illegible]

Remarks on a passage from St Helena to

Saturday April 23rd 1887

Pm with fine weather all Sail set steering S.E.by E. with a strong breeze from the S.E. Midnight with fine weather all Sail set steering S.E.by E. with strong breezes from the S.E. by S. and S.S.E. Noon fine weather all Sail set

Lat 36.03. S
Lon 18.06. E

Sunday April 24th

Commences with fine weather all Sail set steering S.E.by E.½ E. with strong breezes from the S.E. by S. and S.S.E. Head Wind 8 hrs. at 4 knots Midnight fine weather all Sail set steering S.E.by E. with strong breezes from the S.E. by S. and S.S.E. Noon fine weather all Sail set

Lat 38.18. S
Lon 21.21. E

Monday April 25th

Am. with fine weather light winds from the S.and S.W. all Sail set steering E.S.E. at times middle part with rainy weather and light squalls from all directions Midnight fine weather all Sail set steering by the wind on the S.W. tack heading S.E. Noon fine weather

Lat 38.32. S
Lon 12.53. E

Tuesday April 26th

Am. with fine weather all Sail set steering by the wind S.30. Pm. wind hauled aft we steered E.by S. one Merchant Ship in sight going to the Eastward

Lat 37.55. S
Lon 26.34. E

Wednesday April 27th

Fine weather all Sail set steering S.by E. Midnight fine weather all Sail set steering S.by E. Noon fine weather all Sail set

Lat 38.18. S
Lon 29.32. E

[illegible] Indian Ocean To Cruise for Whales

Thursday April 28th 1887

Commences with bad weather a moderate Gale from the [illegible] [illegible] [illegible] steering East [illegible] [illegible] under [illegible] close reef top sail [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] top sail [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] so ends this day

Lat 35.20. S
Lon 32.11. E

Friday April 29th

[illegible] [illegible] [illegible] from S.E. [illegible] [illegible] head [illegible] course E by S. under close reefed [illegible] middle [illegible] with a moderate Gale from S.E. [illegible] took in [illegible] top sail. 3.30. A.M. set it again so ends the day

Lat 34.30. S
Lon 33.18. E

Saturday April 30th

Commences with a strong breeze from S.S.E. steering [illegible] [illegible] [illegible] [illegible] top sail Jib, main sail &c. [illegible] little squalls [illegible] [illegible] [illegible] [illegible] fine weather [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] breaking out meat and so on so ends this day

Lat 33.54. S
Lon 34.[illegible]. E

Sunday [illegible] May 1st 1887

[illegible] [illegible] fine weather all sail out steering E. by [illegible] [illegible] light wind from [illegible] [illegible] [illegible] [illegible] 5.30. A.M. wind [illegible] to S.E. by E. steering by the wind on [illegible] with all sail out

Lat. 32.50. S
Lon 33.[illegible]. E

Monday May 2nd

Commences with fine weather with all sail out [illegible] on [illegible] from the S.E. [illegible] [illegible] light sails [illegible] [illegible] reefed the top sails [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] weather [illegible] [illegible] light wind from E.S.E. all sail out steering by the wind [illegible] [illegible] [illegible] so ends this day

Lat. [illegible] S
Lon. 34.38. E

Tuesday May 3rd 1887

Lat. 32.25. S
Lon. 36. 13. E

to Sleeze on from the NE. and rain 3.45 PM called down boy from mast heads; and reefed T. & L. Sail 4.15 PM. Ran a heavy squall with Main T. Sail. Furled Fore Sail, and Fore T. Sail keeping on Sleeze from NE. little while Wind latter part wind died away and died calm at

Lat. 32.56. S
Lon. 36.25. E

Thursday May 5th

PM with a little better weather, beginning to keep on from SE. made sail and steered SE. by E. 2nd mate reported Spout from mast heads. Lowering there about 5 PM took raised Sperm Whales. we got the Boats ready and lowered. [illegible] to a Whale and lost it after a long chase. the Whales had been up a long time they went down. [illegible] Spout ex[illegible] Ship on account of being Squall that was going to strike us. we got on board all right. went to work cutting in Whale as fast as we could. once Whale to a pole long main T. Sail tackle to [illegible] Whale down the starboard just after we came on board the Ship. one Whale came down close to the Ship, looked at her and went down as if he was afraid to strike her. [illegible]

Indian Ocean To Cruise For Whales.

Friday May 6th 1887

P.M. beginning [illegible] fair [illegible]
[illegible] Sail [illegible]
[illegible] 3.6.8 way wind & SW. by the way of W. [illegible]
rain Furled all but F. Sail and h. T. Sail. [illegible]
[illegible] Same [illegible]
[illegible] steering E.N.E. under S.S.F. Sails &c

Lat. 31.25. S.
Lon. 38.42. E

Saturday May 7th

P.M. Saith fine weather nice breeze from W.
[illegible] E.N.E. 12 [illegible] Furled Main T. Sail & saw one fin back middle part fine weather calm part the Lat [illegible] steering E [illegible] Main T.S. Sail [illegible] Coffee.

Lat. 30.05. S
Lon. 42.28. E

Sunday May 8th

P.M. Raining with fine weather Steering E with wind [illegible] Sail [illegible] Sail [illegible] Sail [illegible] steering E.N.E under [illegible]

Lat. 28.08. S
Lon. 44.36. E

Monday May 9th

[illegible] Steering E.N.E under short Sail [illegible] Sail [illegible]

Lat. 27.18. S
Lon. 41.11. E

Tuesday May 10th

[illegible] Steering E.N.E under short Sail [illegible] Sail [illegible] saw Porpoise, and one Sail [illegible]

Lat. 25.34. S
Lon. 42.23. E

[illegible]

Wednesday [illegible]

P.M. with fine weather under mod. sail
steering [illegible] in company
and about 5h P.M. raised the land
about 4 or 5 miles off 2.30. P.M. changed our
Course to E by S. & S. & E. and made all sail
with a moderate gale from W. [illegible]
in company our due beam [illegible]
with fair weather. Latter part [illegible]
& with Steering E by S [illegible]

Lat. 24.12. S
Lon. 48.33. E

Thursday, May 12th

P.M. with Trade Wind and weather.
Steering E. by S. with all Sail and
employed in ordinary Ship duty
[illegible] Latter part the day
Employed in ordinary Ship duty

Lat. 22.10. S
Lon. 43. 9. E

Friday, May 13th

P.M. with the Trades all Sail and
Steering E. by S. & S. [illegible]
[illegible] employed in ordinary
Ship duty. So ends this day

Lat. 20.15. S
Lon. 41.42. E

Saturday May 14th

P.M. the Trade Wind, and Weather
Steering E. by S under top Sails
Employed in ordinary Ship duty [illegible]
[illegible] Latter part [illegible]
[illegible] E and SE.

Lat. 18.03. S
Lon. 52.08. E

[illegible]

Lon. 51-20. E

Tuesday May 17th

PM. Swith fine weather and strong breezes.

S.E.b.E. & E. engaged in ordinary Ship duty &c.

Lat. 10-40. S

Lon. 50. 00. E

Wednesday May 18th

PM. Swith fine weather steering S by E under

Lat. 6. 33. S

Lon. 51. 40. E

Lon. 53-15. E

Bark Stafford Arrived on Trade

Saturday May 21st 1887

P.M. fine weather and mid Trade Winds. Steering NE by E at 8 P.M. the Africaine Islands in sight bore about N.E. by E. distance 16 or 18 leagues middle and latter part with fine weather and light Trades. Day light began to [illegible] and Pumped 6 casks of water in to other casks and Cooperd one in two Casks of bread [illegible]

Lat. 3.52.
Lon. 54.37. E

Sunday May 22nd

P.M. began with fine weather steering by the wind under Fore Sail [illegible] Islands in the Mid 5.30 P.M. passed the Centre called Bird Island. Hoisted Spanish Ensign and Sail and worked up to Islands middle and latter parts with fine weather. Hoisted our Boat and Launched and my Trade Sail and worked up Tack and Tack. saw the Island called Silhoette.

Lat. 3.30.
Lon. 55.05.

Monday May 23rd

P.M. with fine weather all Sail set working up to the East Tack [illegible] Bird Island. passed close aboard the S.E. Island about 5 miles distant middle and latter parts with fine weather [illegible] Sail and [illegible] Sail [illegible] to get Bird Eggs &c

Lat. —

Banks May 21st 1887.

Sunday May 22nd

[illegible] the hut and Boat Crew started and landed to the Island which is about 4 miles off we found 5 men and two women there and plenty Fowls, Pigs, Turkeys [illegible] Killed off just before Night [illegible] Pm. caught six strong. Landing about 9 PM. aboard Dennis Island ends this day. Pleasant Sunday and Evening

Lat. –
Lon. –

Monday May 23rd

PM. with fine weather light Variable about PM. [illegible] Pm. Steered [illegible] Pm. kept off for [illegible] about 4h. 30m. Pm. gamed about 10 m. the [illegible] middle and latter part of this [illegible] and Killed ~~5 Whales~~ [illegible] Dennis Island. ~~on Dennis Island~~ [illegible]

Tuesday May 24th

PM. [illegible] Dennis I. and first S. and the [illegible] Whales about 2.30. Pm. raised the Bright. on Dennis Island. middle part, and latter [illegible] Pm. [illegible] Killed [illegible]

Lat. –
Lon. 32.02. E

Friday May 27th

PM. [illegible] Pm. [illegible] Whales 10 Pm. [illegible] Whales [illegible] middle [illegible] latter part [illegible] Pm. [illegible] Pm. [illegible]

[illegible] Shoals

[illegible]

PM. with fine weather all sail set. with light Trades saw the land Dennis Island and others. Sunset shortened sail & 8.00 PM the Silvia struck and saved one Portuguese [illegible] Hove to & Boats, and Capt. [illegible]

[illegible] July Thurs 29th

PM. with fine weather steering [illegible] Dennis Island in sight. the Silvia [illegible] Hove to & Hoisted Sail & [illegible] Dennis Island, and the W. Josiah [illegible]

Lat. —
Lon. —

[illegible] day July 30th

PM. [illegible] Sail made & [illegible] Sail. with a [illegible] crew & [illegible] Water, Fruit, and Recruits. [illegible] the Land and the Whales. So ends this day

Lat. —
Lon. —

[illegible] 31st [illegible]

PM. with fine weather and nice trades. [illegible] Bark in Sight. [illegible] saw the Island and Sail.

Lat.
Lon.

[illegible]

PM. with fine weather Dennis Island [illegible] Lat. 4° N. [illegible] Cape Lon. [illegible] Boat took on Captain Gould on board the [illegible]

Lat. —

Monday June 2nd 1851

[illegible]

Lat. —
Lon. —

Tuesday June 3rd

[illegible]

Lat. —
Lon. —

Wednesday June 4th

[illegible]

Lat. —
Lon. 10.00. W.

Thursday June 5th

[illegible]

June 4th 1857

Pm with fine weather under Sail till 8 PM when we were [illegible] Compass, the Diamond and Dart keeping Ship and Cap Sail-making [illegible]

June 5th

Pm with fine weather, Light airs & Calms and in the Night Light Airs from [illegible] Ship making [illegible]

June 6th

PM with fine weather employed in Ship making [illegible] several Canoes [illegible] Island visit us in the Morning with [illegible] in exchange for Ship Stuff [illegible]

June 7th

PM with fine weather employed in Ship making [illegible] Dart & Diamond in Company with Ship [illegible] 3.30 PM parted from the Dart and Diamond in Lat 9° 6' S Long 6° 6' E Steered S.E. by S. Middle part with fine weather [illegible] Island or Coral Patches to take Notice of

June 20th 1884

P.M. with fine weather standing in board Dennis Island. about 4h 30m P.M. raised the land 4 or 5 leagues ran down to the 2d coared down a boat and at 8h 20m P.M. came to anchor the first part of this day

June 21st

P.M. with fine weather employed in drawing Sup[plies] and the W.P.R. and Dennis Island and the rest fine weather. Shot Bird in great all this latter part fine weather &c.

June 22nd

P.M. with fine weather employed making Sun Sights &c saw the 2d, and Dennis Island sunset were Ship and shortened Sail. about 4 miles S of the Isla[nd] [illegible] with fine weather 8h 0m P.M.

June 23d

P.M. [illegible]

came to and [illegible] making Sun Rise &c at 5h 2m 20 sets the day.

June 24th

P.M. with fine weather employed in [illegible] duty. saw the land, Portsea, and S.E. Dennis [illegible] from Dennis Island [illegible]

[illegible] fine weather and Lewis Island
[illegible] Dinantiana and Asperis and got
[illegible] latter hove [illegible]

[illegible] June 26th
[illegible] with fine weather about 2 P.M. Saw
[illegible] Sam'l Per - we always here ought to go
[illegible]

[illegible] June 27th
[illegible] with fine weather light winds &
Saw the Sea, and the Land. 3.00 P.M. had a
[illegible] latter part same employed
making out Water 20 ends this day.

[illegible] June 28th
[illegible]
called Silhouette 20 ends this day.

[illegible] June 29th.
[illegible]
[illegible] Dinantiana bound to Rabe.
[illegible]
[illegible] employed making up
[illegible] Dark Dinantiana came to us 20 ends
this day.

[illegible]

[illegible]

July 1st

[illegible]

July 2nd

[illegible]

July 4th

[illegible]

[illegible] we have been [illegible]

Friday 15th
[illegible] with fine weather one half of the [illegible]
employed getting water and so on
[illegible] getting water [illegible]

July 16th
[illegible] with fine [illegible]
employed stowing [illegible]
of Water so on [illegible]

Sunday July 17th
[illegible] bird and went on [illegible]

[illegible]

[illegible] mended it and put it up again so ends

[illegible]

[illegible] PM. fine weather strong breeze & [illegible] [illegible] 12h all hands on [illegible]

Friday July 22nd

with fine weather 7h. PM. took our departure from Shake Is Dennis Island SE on [illegible] in sail. about 8h PM. passed the light on Dennis Island & [illegible] [illegible] [illegible] and 6.30. AM. wore ship and stood [illegible]

[illegible] PM. fine weather strong breeze & employed in ordinary ship duty & [illegible] [illegible]

Saturday July 24th

PM. with nice weather

[illegible]

Sunday July 25th

PM. with fine weather. [illegible] [illegible] [illegible]

Cruising off Naked Island.

July 26th

[illegible] Kept [illegible] a sail [illegible] saw a sail
after sailed one [illegible] of black fish, soon after
one sail [illegible] in sail. Dennis Hill in sight
[illegible]

27th. with fine weather all sail out &
employed working in the rigging. sunset look in
all sail set. employed taking out Water. working
in the rigging &c. and the F. Top G. Sail down fixed

July 28th.

PM. with fine weather all Sail out.

Lat. 3.54. S.
Lon. 34. 25. W.

[illegible] ing Boats employed as odd hands. course steered S.W.

July 30th

Lat. 4. 40. S.
Lon. 33. 11. W.

PM. with strong [illegible] sufficient to [illegible]

[illegible] July 1st

[illegible] August 8th

[illegible] Aug 21st 25th

August 5th 1887

in Bank . made sail & lay to with pro
weather & the very fine out . steering by the wind

Lat. 10.15. S
Lon. 44.37. E

August 6th

steering by the wind & light breeze & fine
& making out a sail to windward, saw Fish,
Tin Backs and so on sunset took in Fore Sail
and Hauled Ship.

Lat. 10.18. S

steering by the wind & light breeze & fine
weather & making out a sail to windward, saw Fish,
Tin Backs and so on sunset took in Fore Sail
and Hauled Ship.

Lat. 10.18. S
Lon. 42.48. E

August 8th

Lat. 10.18. S
Lon. 42.48. E

Steering by the wind & light breeze & fine weather & making out a sail to windward, saw Fish, Tin Backs & so on sunset took in Fore Sail and Hauled Ship.

Lat. 11.12. S

[illegible] Master of Diana Cond

August 29th 1837

PM. with fine weather and Mo
on every water part all hands on board Ship

PM with fine weather
cleaning ship & bowing down Water &
part in same so ends this day

August 31st

PM with fine weather
clearing ship & both part the c
ment, & so ends this day

PM. with fine we
both on shore cutting part all hands
Ship employed in old Jobs so ends th

September 2nd

PM. with fine weather
clearing the decks for sea both part all
go to sea. so ends this day

Sept 3rd Lat. 41. 43. 32. E.

[illegible] took our Anchor about 7.30. PM a

Sept 4th Lat. 10.44. S
Lon. 42. 41. E

PM with fine weather

[illegible] and log book. middle part with [illegible] latter part same daylight ma[illegible] and and. steered N.N.W. employed at [illegible]

Lat. 7.15. S
Lon. 41.49. E

Sept. 6th Pm. a fine weather sunset took in sail and lay [illegible] middle part with [illegible] latter part with [illegible]

steered per it. came in thick and clowded hard [illegible] it in and kept on our Course again about 8.00. Am. the Islands were raised again [illegible] steered off again saw nothing more until about 10.30. then they were raised again. th[illegible]

[illegible] lay [illegible] more of Islands so ends this day.

Lat. 8.36. S
Lon 41.15. E

September 7th Pm. with fine weather looking for the Islands. looking out water &c. sunset [illegible] sail was taken in at 8 oclock got the Boat ready for Whaling &c.

Lat. 8.56. S
Lon 40.58. E

September 8th Am. with fine weather sail as [illegible] to the W. and steered [illegible] Islands &c. about 4h 30m PM raised the Islands [illegible]

Lat. Dec. S
Lon. [illegible]

[illegible]

Lat. 5.30. S.
Lon. 41.16. E

[illegible]

Sept 11th
Lat. 4.16. S
Lon. 41.19. E

[illegible]

Lat. 4.00. S
Lon. 41.03. E

[illegible]

Lat. 3.30. S
Lon. [illegible]

Cruising on the East Coast of A.

Sept. 15th

Sh. with the wester. strong breeze. Sunset took in Sail. middle part with moderate. & the last and strong breeze wind. a little fair & steered by the wind.

Lat. 3.44. S
Lon. 41.43. E

Sept 16th

Sh. with moderate weather saw Several birds & Cod of shoff in the Hole that we have not seen before sunset took in Sail & middle part strong breeze. & this part same night made a little Sail & steered by the wind

Lat. 3.42. S
Lon. 41.53. E

Sept 17th

Sh. with fine weather employed Making out small Hoes & sunset furled the Main Sail middle part moderate & last part same daylight made Sail 2.30. Steered of N.E.

Lat. 3.35. S
Lon. 41.72. E

Sh. with fine weather employed in ordinary duty. 2.30. cuffed up & the wind sunset took in Sail. middle part with moderate breeze. & last part same made a little Sail and steered by the wind. we ends this day

Lat. 3.37. S
Lon. 41.42. E

Sept. 17th

Sh. with fine we the saw Some Fish two Fin Backs & sunset took in Sail.

Making after Palos &c

Lat. 3.28. S
Lon. 42.11. E

made Sail and steered of the wind.

Lat. 3.50. S
Lon. 41.43. E

[illegible]

Sept. 20th Lat. 41. 52. E
[illegible]

[illegible]

Wed Sept 21st Lat. 4. 02. S
Lon. 30. 48. E
[illegible]

Thurs Sept 22nd Lat. 3. 40. S
Lon. 41. 40. E
[illegible]

Fri Sept 23rd Lat. 3. 36. S
Lon. 42. 01. E
[illegible]

Cruising on the Eastern coast of

Sept. 25th 1887

P.M. fine weather saw

Lat. 3.53. S

Lon. 41. 30. E

P.M. fine weather, saw one Jessart long way off could not make her out. Sunset took in the light Sails & middle hard sail gentlemen cutter fast came made Sail & employed in ordinary Ship duty &c

Lat. 3.42. S

Sept 27th Lon. 42.08. E

P.M. fine weather saw one School of

[illegible] sunset took in the middle and taller part with fine weather employed braking out Water

Lat. 3.51. S

Sept. 28th Lon. 41.46. E

P.M. fine weather saw Porpoise, Fish, &c fish &c sunset took in the Light Sails &c [illegible] fine weather employ in ordinary Ship duty 20 ends this day

Lat. —

Lon.

[illegible] saw several [illegible] E & E.S.E by the wind heading between [illegible] & SE

Lat 4. 40. S

Lon 41. 20 E

[illegible] saw [illegible] sunset took in [illegible] Sails & hauled on the [illegible] [illegible] fine weather employed in ordinary Ship duty 20 ends this day

Lat. 4. 40. S

Cruising On The Eastern Coast Of Africa

Oct. 1st 1857

Lat. 41. 26. S

2h. Fair weather & wind

Lat. 41. 44. S

Oct. 3rd

Lon. 42. 02. E

Lat. 42. 33. S

Lon. 43. 00. E

9h. made sail at 4.30. P.M.

Lat. 42. 55. S

Lon. 42. 55. E

Cruising [illegible]

[illegible]

Lat. 2.34. S
Lon 42.15. E

[illegible]

Lat. 2.04. S.
Lon. 42.35. E

[illegible]

Lat. 1.55. S
Lon. 42.51. E

[illegible]

Lat. 3.06. S
Lon. 42.38. E

[illegible]

Lat 3.21 S [illegible]

Cruising on the Eastern Coast of Africa

October 12th 1837

P.M. nice weather all [illegible] off with the wind S. saw porpoise, fish and [illegible]

Lat. 2.30. S

Lon. [illegible] E

[illegible] at 8 A.M. [illegible] at noon 3.20. came together and Jammed [illegible]

Oct 14th Lon. 42.10. E

P.M. nice weather raining in the night all sail set saw the Diamantina and Defiance, and Fish. sunset took in sail. [illegible] Saw many [illegible] a sail [illegible] Defiance and one [illegible] Ingerens caught one of them. 12 inches

Lat. 3.07. S

Oct 15th Lon. 42.07. E

P.M. nice weather 2.30. steered [illegible] steered saw the Diamantina 4.15 P.M. heading toward the East sunset shortened [illegible] P.M. [illegible] nice weather. [illegible] wind [illegible]

Lat. 3.08. S.

Oct 16th Lon. 42.09. E

[illegible] at noon [illegible] by me [illegible] Lat. 4.25. raised a coral [illegible]

Lat. 3.08. S

Lon. 42.30. E

Cruising On The Eastern Coast of

October 17th

[illegible] wind under all Sail. saw one with Steam Vessel steering about NE. saw in the [illegible] Lat. 3.28. S
Lon. 41.54. E

Oct 19th

[illegible] Lat. 3.30. S
Lon. 41.30. E

P.M. wet weather. by the wind under all Sail saw [illegible] 3 Diamantina Buoys, or three. Fin-Backs, and Gram[illegible]

by the wind. [illegible] wind varying from E. to N.

Lat. 3.43. S
Lon. 41.31. E

[illegible] steering by the wind. passed [illegible] saw [illegible] School of Fish & the [illegible] Steering by the Wind under all Sail. [illegible] Lat. 3.57. S
Lon. 41.34. E

Cruising On The Eastern Coast Of Africa

[illegible] Oct 22nd [illegible]

[illegible] middle part nice weather latter part so [illegible] all Sail and stood off the wind wind [illegible]

Lat. [illegible] Lon. 41.36.

And Oct 23rd PM. nice weather steering [illegible] a Sail [illegible] Supposed to be E. [illegible] Comorro Islands in sight [illegible]

[illegible] Lat. 3.50. S

[illegible] Oct 24th Lon. [illegible] E

PM. [illegible] nice weather set Sail and at 2.40 PM. Kept off and Ran down to Diamantina cast to the West at dark, Fresh Gales. Middle part nice weather and Fine Sails Under Sail made all Sail and Under Sail stood off the wind steering S.S.E. Diamantina in sight Standing East E.

Lat. 3.50. S

Oct 25th Lon. [illegible] E

[illegible] wind wind from E.S.E to S. [illegible] Sail [illegible] nice weather Sailing [illegible] Comorres Islands to the West Steered by the wind under all Sail with nice rain the S and East.

Lat. 3.32. S

[illegible] Lon. 42.52. E

PM. nice weather Sailing [illegible] Comorres under all Sail wind very light [illegible] Steamer, Bellows, Fin Backs, Porpoises, Gannets, Fish &c., passed Comorres up the Main Sail and stood North, middle part Fresh Gales and Squally with Rain and stood to the [illegible] Sail and stood to it with a [illegible]

Lat. 1.58. S

Lon. 42.8

Cruising on the Eastern Coast of Africa.

Mar October 27th 1887

5 p.m. with nice weather, nice breeze and a heavy swell from the SE. course steered N.W. by W. Sunset ... Lat. ... Long. ... middle part nice weather, latter part the same all ... &c.

Wed Oct 28th
Lat. 2.30. S.
Lon. 42.23. E.

P.M. with ... weather, ... 6.7 ... under all sail with a strong breeze from S. 5.30. ... to on the Starboard tack and took in all the Light Sails ... Main Sail, Fore Sail &c., ... &c.

... E ... S.E. ... Lat. 2.10. S
Oct 29th Lon. 43.13. E

... 5.30. P.M. ... Sail, ... by the wind under all Sail, ... about 3 M.

Lat. 3.06. S.
Oct 30th Lon. 42.18. E

... &c.

Lat. 3.56. S
Oct 31st Lon. 41.37. E

P.M. Nice weather all Sail and saw Fin Backs, Sulphur Bottoms &c. Sunset Lat. ... Long. ... middle part nice weather, latter part ... heavy ... Squalls ... before and ... reefed ... Sails ... Before and ... reefed ... Sails ...

[illegible] Beam. about [illegible] on and struck a large Con, then the Second Boat struck another. Just about that time I hauled my line in the Boat and it broke. My line parted and the boat [illegible] again started Boatsteerer missed. [illegible] went to the windward we chased [illegible] Ship it was about [illegible] day

Lat. 4.13. S

November 1st 1887 Lon. 41.15. E

P.M. with nice weather all hands at work [illegible] the Water Casks and the Captain [illegible] another the rest of [illegible] ready. Sunset took in the Fore Sail and hoisted Jibs.

[illegible] the wind with light airs [illegible]

Lat. 4.32. S

Noon November 2nd Lon. 41.15. E

[illegible] last 24 hours. Latter part [illegible] Sail. Steered by the wind sou sou west [illegible] and [illegible] with light airs from S.

Lat. 4.22. S

10 A.M. 3rd Lon. 41.20. E

[illegible] Sail, middle part with nice weather [illegible] two large Sperms [illegible]

employed mincing the liver & baking [illegible]

Lat. 3.54. S
Nov 4th Lon. 41.05. E

[illegible] middle part nice weather [illegible] daylight made sail and stood [illegible]

Lat. 4.00. S
Nov 5th Lon. 41.10. E

[illegible] nice weather employed [illegible] in the Gal saw Porpuis & [illegible] Water [illegible]

Lat. 4.02. S
Nov 6th Lon. 41.20. E

[illegible] nice weather all Sail [illegible] Gathered and Examined sunset took in [illegible]

Lat. 3.40. S
Lon. 41.26. E

[illegible] fine weather steering off to the [illegible]

Lat. 3.45. S
Lon. 41.44. E

Tuesday November 8th 1887

Lat. 3.05. S
Long. 41.26. E

Fresh breezes and cloudy

Lat. 3.32. S
Long. 41.27. E

P.M. with fine weather employed making Rent Jackets. saw Pemba bearing N.W. by W. distant about 8 miles

Lat. 3.53. S
Long. 41.27. E

P.M. with squally weather, employed making Rent Jackets. saw Silent Fish. saw Porpoises. Sail and close reefed topsails. Latter part saw

Lat. 3.50. S
Long. 41.58. E

P.M. fine weather employed making Rent Jackets. Sail

Lat. 3.46. S
Long. 42.10. E

Journal of the Western Coast of Africa

Sunday, November 14th 1697

[illegible] Saild [illegible] Sandy Bay & standing S.W. & S.S.W. and the old Fort, the Cape of Sangres, Tiger Rock, and Rio Lion, Cape of Small Fish &c. [illegible] Lat. Obs. [illegible] Lat. Obs. [illegible] Latter part same steering by the wind under all Sail so ends this day

Lat. 3.38. S
Lon. 41.56. E

Dn. nice weather employed Gaming after Supper with Dimantina middle part nice weather. Latter part same. made all Sail and worked to windward raised a large White Wales. saw no more of it.

Lat. 3.30. S.
Lon. 41.26. E

Dn. [illegible] employed [illegible] same [illegible] middle and latter part with nice weather steering by the wind under all Sail with a nice Gale from the SE. so ends this day.

Lat. 3.22. S
Lon. 41.39. E

Dn. nice weather employed [illegible] Boat Sails and [illegible] and one Cutter, 2 Lyme, and one Fisher [illegible]

Lat. 3. 16. S
Lon. 41. 43. E

Dn. with nice weather steering by the wind [illegible] Sail

Lat. 3.21. S
Lon. 41. 43. E

Wellington - To Eastern Coast of [illegible]

Friday - November 18th 1837

P.M. nice weather employed
making out small stores ... Sent
up th. mizzen under all Sail & ends this day
Lat. 3. 40. S
Lon. 41. 54. E

Sat - Nov 19th
P.M. nice weather employed
making Sail Gaskets. ... nice
breze from SE. 5.30. P.M. Spoke a ship
to boat head and raised a ... to be
owned by a Mr. Wade Capt. and Pilot
out in Cliff but can not learn of him
... we expect but when they left the boat
... after we got into the Whale cam
... again. ... Shot York in eight Sa
... ship ... middle part nice weather
aback. latter part nice weather had a good
look all round us then made all Sail and
... steering for one land then on
the other but saw nothing of the Whale.
Lat. 3. 35. S
Lon 41. 49. E

Sun Nov 20th
P.M. nice weather employed
making Runt. S. finished it and put it
up. then Fish and Refreshed
... Latitude ... Sail ...
Reading S. by S.
Lat. 3. 55. S
Lon. 41. 3. E
P.M. nice weather ... P.M.
... raised Sh. ... and came to
... Sail and ...

Lat. ... S
Lon. ... E

Coasting along the Eastern Coast of Africa.

[illegible] Monday [illegible]

P.m. nice weather, steering N.W.
[illegible] up the Yards. [illegible]

Lat. 4.38. S
Lon. 41.20. E

Nov 23rd

P.m. with light winds from E. S.E. Dn. came together and Jammed. & mid[illegible] in light Sails and layed aback all night. middle part nice weather. latter part same daylight kept off W. winds E.

Lat. 5.05. S
Lon. 40 41. E

Thurs [illegible]

P.m. nice weather, steering in [illegible] and saw [illegible] Fish, and caught a few sunset took in Sail and lay with a strong breeze from N.E. [illegible] daylight made all Sail and stood [illegible] at 8 oClock P.m. raised the Land called & called the wind came 25 miles off.

Lat. 5.05. S
Lon. 40.28 E

Friday Nov 25th

P.m. nice weather. all Sail out steering by the wind. 4.30. P.m. Jammed the Dimanliana [illegible] Sail soon after took in Fore.t.g. Sail & have a strong breeze from NE. Dimanliana in sight.

Lat. 4.43. S
Lon. 40.29. E

Sat Nov 26th 25th [illegible] P.m. nice [illegible] course from E. to E.S.E. saw Dimanliana [illegible] Sail & Jammed. [illegible] Eye & Eye [illegible] middle [illegible]

Lat. 5.53. S
Lon. [illegible]

Cruising on the Eastern Coast of Africa

P.M. with nice weather,
steering by the wind under all Sail.
Employed catching and making fish,
[illegible] E.
[illegible]
other part [illegible] by the Wind under
all Sail struck and [illegible]
Caught 20 odds this day.

Lat. 3.40. S

Nov 28th Monday. Lon. 40. 57. E

P.M. with nice weather. [illegible]
E. steering by the wind under all
Sail. saw the S.E Lemanthina, this fish
and one Shark. we struck and killed Him
[illegible] Calm. hawled up Courses &c. [illegible]
[illegible] off duty with his Eye [illegible]
[illegible] E.
[illegible] nice weather
[illegible] Sail [illegible]
[illegible] E.

Lat. 3 [illegible]

Nov 29th Tuesday. Lon. 41. 11. E.

P.M. nice weather. steering by
the wind under all Sail employed making
[illegible] Jacket [illegible]
[illegible] at 8 oclock P.M. wind S.S.E.
[illegible]
all Sail [illegible] by the wind.

Lat. 3. 40. S

Nov 30th Wednesday. Lon. [illegible] E

P.M.
[illegible] E. steering by the wind under all
[illegible] Employed, Examining, Mending, and
Fixing [illegible] Spunn Yarns. the Lemanth
[illegible]
good breze from E 2.30. A.M. hawled aback.
[illegible]

Lat.
Lon.

Cruising on the Eastern Coast of Africa

saw a few fish caught one [illegible] sunset Examined the Diman E. about 10.30. Exam

Lat. 4.00. S

cc 2nd Friday. Lon. 41.34. E

P.M. with nice weather with light airs from the E. about 3.30. P.M. hauled about and sent one Boat to the Diamantiana and took two Boat load of wood from thence after that the Captain went on board there to Exam for the last time stood all Knight middle part nice weather latter part Exam about 8.30. A.M. the coast was from one after the [illegible] wind on the Attack and She on the other

Lat. 3.42. S

cc 3rd Saturday. Lon. 41.44. E

P.M. with nice weather standing off the wind under all sail with light airs from E employed at all [illegible] in the fore noon latter part the same out Calm employed [illegible] an old fore sail sent it and rigged the one up that we on board have ended Calm.

Lat. 4.05. S

cc 4th Sunday Lon. 41.47. E

[illegible] saw a sail from S.E. steering slowly to the E. sunset took in Cases and have

[illegible]

Lat. 3.48. S

cc 5 [illegible]

[illegible] sunset saw Porpise Got one of them middle [illegible]

Lat. 3.55. S

[illegible] standing off the wind under all sail. Lon. 41.19. E

Dec 4th Tuesday

the wind. blew it very squally from N.W. to N. caught one shark &c. had lots of thunder and lightning with hail very squally. all hands employed baking all the wind from S.E. to E.S.E. Lat 41.20. S

Dec 5th Wednesday Lon.

P.M. with better weather. having the wind on the quarter heading from S.E. to S.S.E. saw porpoise got one. all hands employed working out water, took the lumber Lat. 6.26. S

Dec 6th Thursday Lon. 41.01. E

P.M. with nice weather, the wind Lat. 6.26. S Lon. 41.01. E one. Employed mending the pumps Lat. 6.26. S Lon. 41.01. E

Dec 7th Friday

P.M. with squally weather, the wind under all sail from N.E. to S.E. caught one shark Lat. 5.50. S Lon. 40.56. E

Dec 8th

light winds from E and E.N.E. steering

Cruising On The Eastern Coast Of Africa.

Dec 11th [illegible]

[illegible] 4.15. weighed it and bent it. Was on Deck at 5.00. Wr. breezed up good from the Southerd. [illegible] Sunset were Lice making water Calm Calles near same. and Sail'd on Steering to Wstr SE.b.E.

Lat. 5.48. S

Dec 12th Sunday Lon. [illegible] E

[illegible] SE.b.E, with light airs from SW. hawling to the Westward. [illegible] Caught one Bonetta, one Sea Fish, Six Rock Fish, and killed one Shark. Saw at Noon the Land bearing from us W. by S. distance about 4 Leagues. Middle part Calm. Calles [illegible] seem to get any better. [illegible] Calm. Calles

Lat. 5.17. S

Dec 13th [illegible] Lon. 41.56. E

[illegible] 3.5. employed Sail mending. 3.50. finished it and hoist it. saw lots of Fish. caught the Sea Fish Eye'd a little Calles Steering [illegible] and Handed and Handed and the Southerm [illegible] Calm. Calles part time. employed [illegible] Land in main Royal Sail. the Captain making [illegible]

Lat. 50. S

Dec 14th Wednesday Lon. 42.50. E

PM. [illegible] employed as abt Sea [illegible] Sail, and fitting Sail, Shark's Caught Six Fish and killed one Shark [illegible] Sail along Shore from SSE. this heading E.by the wind. [illegible]

Lat. 5.05. S
Capt. Sail Coast Lon. 42.30. E

Dec 15th Thursday.

[illegible] from S.S.E. employed mending Sails. finished the [illegible] and set that upon caught in Tackle took in all the after Sail and kept off steering N.W.

At daylight moored upon Anchor as usual. made Sail & employed at odd Jobs. [illegible] got two Whales, the Second Mate one, the Third Mate one. making four we the West [illegible]

Lat 4.35.S
Lon. 41.56.6

Dec 16th Friday

P.M. wet weather. light airs from S.E. & Employed Making Whales. taking off Blubber & finished [illegible] all hands got drunk. so ends this day [illegible] employed setting casks to rights. latter part [illegible] called all hands and worked ship &

Lat. 4.20. S
Lon. 41.38. E

Dec 17th Saturday

[illegible] out the Boiler and cleaned [illegible] as soon as we could. at daylight [illegible] part came daylight manned mast head [illegible]

Lat 3.50. S
Lon 41 [illegible]

Cruising On The Eastern Coast Of Affrica.

Dec 18th Sunday.

P.M. with beautiful weather light
[illegible] Lat. 4.10. S
Dec 19th Monday Lon. 41.55. E

Coopering &c, pushing off decks &c. unmoor
took in light sails. middle part nice
weather. middle part nice weather. The fore
[illegible] Lion Oil from the pots, took in
the Boat. had a plank to put in to
[illegible]

Lat. 4.25. S
Dec 20th Tuesday Lon. 41.37. E

The nice weather clearing down
with light airs from E. saw porpoises &c.
[illegible] light sails and light
[illegible] Lat 4.28 S
Dec 21st [illegible] Lon. 41.11 E

Writing on Eastern Coast of

Dec 22nd Thursday

P.M. with nice weather had an Squ
with hard rain & Thunder & Lightning
off Decks & Sunset wore Ship and took in
middle Sail with nice weather Latter part
Lat. 3.40. S
Dec 23rd Friday Lon. 41.34. E
P.M. with nice weather squared
on Larboard Tack & Set the Main Top
Sail and braced up the Yards on Port Tack
Lat. 4.16. S
Dec 24th Saturday Lon. 41.37. E
P.M. with a Moderate Gale from
S.E. quit rugged employed at odd Jobs as
Lat. 5.45. S
Dec 25th Sunday Lon. 42.40. E
P.M. with a moderate Gale from
Lat. 8.25. S
and Employed as
ends this Day

Thursday Course from Entrance to Ocean to N.E. Coast

Dec 26th

P.M. fine weather. 2.30. observed S.by.E. the wind veering a little Ward. N.N. saw two Sail of

Lat. 12.32. S
Lon. 42.57. E

Dec 27th Tuesday

P.M. nice weather steering South

Lat. 12.32. S
Lon. 42.42. E

Dec 28th Wednesday.

P.M. nice weather steering S.by.W. under all Sail

about 25, or 30. miles off.

Dec 29th

P.M. with variable weather having a strong breeze from N.N.E. middle and

Dec 30th

P.M. with variable weather having

Lat. 15.18. S
Lon. 42.10. E

and a fair wind nice weather

Dec 30th

P.M. with nice weather, reading

Dec 31st

P.M. with nice weather winds

Jan 3rd 1885. Sunday.

[illegible] with the wind under all Sail with light
[illegible] from S.E. and S. employed at odd jobs.

[illegible] Standard Boat [illegible] Her with
[illegible] Her and [illegible] Her back again

Lat. 18.15. S

Jan 4th. 1885 Wednesday Lon. 40.27. E

P.M. with nice weather,
with very light airs from all round. saw
[illegible] this day. [illegible]
[illegible] and [illegible] entered during the
[illegible]

[illegible] with Steering S.S.E. half E. and a fine
[illegible]breast, 20 ends this day.

Lat. 18.35. S. D.R.
Lon. 40.12. E. D.R.

[illegible] S.W. under all Sail with light
[illegible] Eastward employed bending a
[illegible] Here caught a Sea Fish. with
[illegible] weather. wind veering from S.S.E. to S.E. by E. but
steered all between S. and S.W. by W.

Lat. 18.40. S. D.R.
Lon. 40.22. E. D.R.

[illegible] strong breezes with squalls, and
[illegible] [illegible] Steering S.S.E. under all Sail
with a strong breeze from E.N.E. and Engines
on, 208 Knots this day.

Lat. 21.30. S
Lon. 38 [illegible]

Wednesday

P.M. employing ourselves Shifting from the East board and hauling board the Fourth. Employed taking in Sail according

Lat. 22.30. S
Lon. 38.13. E

Thursday

P.M. employing hand laying [illegible] main Top Sail and Fore Sail. Sunset took in Fore Sail, & punished Ship three today in 12 Hours. gave 175 stroks each time that they took was discovered last night in the middle Watch. they [illegible]

nice Breze from SE. Ship heading [illegible] Employed [illegible] more the main Royal [illegible] for Fore & Aft Sail Braces &

Lat. 23.12. S
Lon. 37.42. E

Monday

P.M. Sunset Wind Drawing aft steered SSW. middle part with nice weather all Sail out. Latter Part wind aft steered SSW. employed [illegible]

Lat. 24.20. S
Lon. 37.30. E

Lat. 25.50. S
Lon. 37.06. E

Lat. 27.12. S.
Lon. 36.08. E.

Lat. 27.12. S. 27.08. S
Lon. 36.08. E. 35.17. E

Lat. 27.08. S. 27.30. S

Lat. 21.30. L 23.12.8
Lon. 34.02 E 33.44 E

Lat. 28.12. S. 30.20. S
Lon. 33.44. E 38.02 E

16 E

Lat. 28.12. S 30.20. S
Lon. 33.44. E 32.02. E

30.45. S
32.38. E

Lat. 30 2 S 31.20. S
Lon. 32.38 E 31.20 E

Lat. 32.57. S
Lon. 28.56. E

Lat. 34.47. S
Lon. 26.34. E

Lat. 35.10. S
Lon. 20.14. E

Lat. 35.07. S.
Lon. 17.11. E

Lat. 34.22. S
Lon. 14.30. E

Lat. 34.07. S
Lon. 12.36. E

Wednesday

Lat. 33.08. S
Lon. 9. 58. E

Lat. 33.08. S
Lon. 8.44. E

Lat. 31.16. S

In the South Atlantic Ocean - Voyage
of the Sarah Sutton.

[illegible] Sailed [illegible] in Co with
[illegible] Kept all Sails & Steering
[illegible] Latter part [illegible] Strong
Gales [illegible] Sea [illegible]
Lat. 28.45. S
Lon. 8.30. E

Sunday [illegible] A.M. [illegible]
[illegible] Set [illegible]
Split [illegible] Sail and [illegible]
[illegible] Kept [illegible]
[illegible] Latter part [illegible]
[illegible] Sail [illegible]
[illegible] Lat. 28.10. S
Lon. 8.46. E

Jan 30th Monday A.M. [illegible]
[illegible] Sail [illegible]
[illegible] Latter part more Sail as usual
[illegible] Steering S.E. wind light from S. to
[illegible] employed putting in a new piece of
Sail in the Starboard Bonyt Sheet Chain and
Shifted Ends with the Top Sail Braces, &c.
Lat. 26.05. S
Jan 31st Tuesday Lon. 8.09. E

[illegible] A.M. [illegible]
[illegible] Steering S.E. under Top Sails
[illegible] Latter part [illegible]

Lat. 23.47. S
Lon. 9.11. E

Cruising in the Atlantic Ocean.

Feb. 1st 1888 Wednesday

[illegible] Lat. 21.12. S
2nd Thursday Lon. 4.37. E
P.M. with strong breze from
[illegible] at 8 P.M. [illegible] got the Sail
[illegible] Set Course [illegible]
[illegible] during night.

Lat. 19.05. S
Feb 3rd Friday Lon. 8.37. E
P.M. changed the Course to E.N.E. Sunset
close hauled the top Sail and Jibed for Sail. saw
Birds, Shark, and dolphin during night on the Starboard tack
heading about E.N.E. by Compass. Wind Part with
Daylight Braced forward
Noted Land ahead at 6.30. P.M. kept off E.N.E
and Cleared the Yards at wind S.S.E.

Lat. 17.50. S
Feb 4th Saturday Lon. 9.44. E
P.M. nice weather employed baking
out Meat, Apples, Beans, &c. started one Keg Beef
opened Starboard Sail and [illegible]

[illegible] on Starboard tack bearing E.S.E. saw a Steamer
came as close to the Ship thought He was sick as
we could discern a Boat He went down did not
[illegible]

Lat. 17.00. S
Feb 5th Sunday Lon. 10.26. E
P.M. steering by the wind with
[illegible] Sail and main Sail [illegible]
Sail.

[illegible] Lat. 16.40. S
saw a few Sea Hacks &c Lon. 11.20. E

Cruising in the Atlantic Ocean

February Monday 6th

[illegible]

we were about 8 miles from Tiger Peninsula
middle part nice weather. Same part
nice day. Employed Making out Watch and
[illegible]
Still Said so ends this day:

Lat. 16.10. S

July [illegible]day Tuesday 7th Lon. 10.43. E

P.M. with nice weather
steering a Cruising Course between S and W.
[illegible]
day. His Name is James Eating. this makes the
[illegible]
Carpenter Work in Sail and Rawled a Jack head
Yards with Top Sails clewed down &c Middle
[illegible]
to work repairing it &c Lat. 15.22. S
Lon. 10. 17. E

Febru Wednesday 8th

P.M. with good weather employed
[illegible]
mending Fore Sail &c caught half a
Raying NE. [illegible]
Jack in Stb rack. Middle Part, good weather.
Latter Part same. Employed Mending and
[illegible]
Work in my under Shirt Sail Yards kept off
East. Employed mending the Fore Sail.

Lat. 14.35. S

Febru Thursday 9th Lon. 10.29. E

P.M. good weather. steering N.W.
employed in Sending and Sending Sail 12 AM. finished
Sail and put the other one [illegible]
and Yards Set to Stars in the Rack.
[illegible]
Sail and handed Clock in Stb rack
[illegible]

Cruising in the Atlantic Ocean.

same as before. daylight kept sail & set for Sail &c Employed at odd Jobs.

Lat 13.45. S
Feb 10th Tuesday Lon 9.54. E

P.M. with good weather steering S and S.E. East under main t.g. Sail saw Squid, Diamon Fish, and Sun Fish. struck and saved one Large Tobicire. sunset took in Sail and lay a Sea to. 2d Jack. [illegible]

Lat. 13.02. S
Feb 11th Saturday Lon. 9.45. E

P.M. with good weather employed cleaning Ship 4.15 knocked off and washed off decks. saw one large turtle, large school of Killer, sunset took in Sail and lay a sea to 2d Jack. middle part with good weather, latter part same. daylight kept sail Steered S.S.E. under main t.g. Sail wind dead aft. Employed cleaning Ship inside &c

Lat 12.20. S
Feb 12th Sunday Lon 9.47. E

P.M. with wind [illegible] after the same as before. employed cleaning Ship, 4.15 finished washed off Decks and broke out Water, one Cask of Squid. Caught, two Dolphin, and one Bonito. got up Dolphin &c sunset took in Sail and lay a sea to 2d Jack. middle part good weather, latter part same daylight kept sail steered S.S.E. under main t.g. Sail

Lat. 11.30. S
Feb 13th Monday Lon. 10. [illegible]. E

P.M. [illegible] good weather steering S.S.E. light airs from S. sunset took in Sail and lay a sea to 2d Jack. middle part and latter part same. daylight steered S.E. wind as before. Employed in cleaning Ship Inside

Lat 11.40. S
Lon. 10.01. E

Cruising in the Atlantic Ocean.

February 14th 1888 Tuesday

P.M. Steering N.E. under [illegible] sail. [illegible] with good weather [illegible] P.M. Employed Cleaning Iron Rust on the Sails caught three or four [illegible] with good weather [illegible] same employ Stood N.E. and S.E. Employed Cleaning Iron Rust, and Painting.

Lat. 9.45. S

Feb 15th Wednesday Lon. 10.00. E

P.M. good weather.

Employed as before. 2.45. P.M. changed the Colors to E.N.E. Caught one Dolphin & sunset took in Sail and came aback on the N.E. Tack. middle Part good weather. Latter Part same. Daylight steered E.N.E. under [illegible] Sails. Employed cleaning and [illegible] Iron work in rails and about the Rail

Lat. 9.20. S

Feb 16th Thursday Lon. 10.26. E

P.M. good weather steering E.N.E. Employed as before. Sunset took in Sail and came aback on the Starboard Tack on Gramples. [illegible] same. [illegible] good weather. Latter Part same. Employed Stood E.S.E. employed Painting round [illegible] peaces. [illegible] this day.

Lat. 8.58. S

Feb 17th Friday Lon. 10.02. E

P.M. good weather. Employed Painting. 2.45. P.M. Steered to the wind on the Starboard Tack and about N.E.N. [illegible] Ship and took in Courses caught a Dolphin & middle Part with [illegible] weather [illegible] same employ [illegible] on the Starboard Tack standing W.S.W. under all Sail. Employed Painting Ship on the out Side. &c

Lat. 9.16. S

Lon. 10.10. E

Cruising in South Atlantic Ocean.

February 18th [illegible]

[illegible] p.m. good weather
Employed Heaving Ship down Side 4.30. a.m.
finished at 8 [illegible] Carbon. Sunset Tacked
Ship took in Light Sail. & Courses. [illegible]
[illegible] Set and steered to the West with the
Starbord Tack Heading between SE. and S.
[illegible] Ship [illegible]

Lat. 9.15. S
Feb. 19th Monday Lon. 10.36. E

p.m. good weather employed
Heaving Ship about 3.30. finished outside and
[illegible] sunset took in Courses,
and set Main Lalasail. middle part with
good weather. Latter Part the same. 8.30. Am.
Calm Lat. 9.34. S. Lon. 10.40. E
Feb. 20th Monday [illegible]

Part about 2.30. hauled up little. daylight
steering by the wind heading to the West. after breakfast
started to clean Iron Rust out side, and paint it.

Lat. 9.25. S
Feb. 21st Tuesday Lon. 10.21. E

[illegible]
the same as before. 4.10. finished put away
saw plenty Dolphins, Killers, Porpoise, and Blackfish
all day fine good weather. latter part same. daylight
[illegible]

Lat. ——
Feb. 22nd Wednesday Lon. ——

p.m. good weather. almost a Calm.
steering by the wind on the Port Tack with
Sail. Set. [illegible]
[illegible] Middle Part with good weather. Latter Part
[illegible] steering by the wind now all day
daylight tacked Ship and started to paint
Ship [illegible]

Lat. 9.12. S
Lon. 9.23. E

South Atlantic Cruising.

Feb. 23d 1888. Thursday

[illegible] light. steering [illegible]
[illegible] Latter Part with the same. Employed [illegible]
to Clifford Stern. Lat. 2.35. S
Lon. 9.36. E

Feb 24th Friday

P.M. with good weath-
Calm. Employed Painting the Stern. Middle
Part so. Weather light winds Latter Part
[illegible] the Employed Painting Ship inside
got [illegible] as far as the Brake.
Lat. 10.10. S

Feb 25th Saturday. Lon. 9.34. E

[illegible] with [illegible]
Employed Painting inside about 1 P. M.
from Dikes was raised by an Indian we
raised them mate sent on Shore and
[illegible] the Capt. the Capt Struck me; on the
[illegible] and [illegible] the
second Boat was as the mate was coming
went down to the Capts Boat and struck
a large Cow. the Iron came out of Harpoon
then struck again a large Cow the
Iron broke out and the Whale went down
[illegible] until dark that did not fasten again
to the [illegible] [illegible]
to Ship about 8.30. found three Whales there
one Sperm belonged to the Capt; one to
Second Mate, [illegible]
[illegible]

Lost Atlantic Cruising

[illegible]

3

[illegible]

Oct 27th [illegible]

Monday [illegible]

Pm. good weather heading [illegible] from S.S.W. about 2½. finished [illegible] and put the [illegible] Shaved mast heads as usual. was wearing round [illegible] the Second Cutter upset & lost Hiram about 4 miles off we soared down three boats and pulled to Him then towed Him to the Ship [illegible] Carpenter and Steward to get. Finished [illegible] and [illegible] off to Mauer and [illegible] the works as soon as we could.

Lat. 10.08. S

Oct 28th Tuesday. Lon. 10.01. E

Pm. with good weather. [illegible] and Steward employed [illegible] of Second Cutter. Middle part good weather. [illegible] Pm. Latter part good weather. Employed [illegible] soared round along by the wind. Employed [illegible] up. Coopering Oil &

Lat. 10.05. S

Oct 29th Wednesday. Lon. 9.56. E

Pm. Employed Coopering [illegible]

[illegible]

Wednesday

South Atlantic Cruising

March 1st Thursday 1888. with good weather.
Steering by the wind under
[illegible] steering upon Decks &c. started one cask of Coal
[illegible] Fast and Slow Gait
weather. [illegible]
Sail and Steering by wind on the S. E. to
Head on S.E. by S. Reefing and Furling
Furling up the Fore Hold &c.

Mar 2nd Friday Obs. Lat. 10.16. S
Lon. 10.44. E
good weather. Heading in S.E.
by S with a good breeze from S.W by W.
Employed at odd jobs. Sunset bak in the
East. Sails and Courses and Hauled aback
the main Yard. [illegible]
Lat 11.12 Latter Part same daylight [illegible]
off & on [illegible] Employed making
Mar 3rd Sail, in the A.M. Sperm Whales were raised
Latter [illegible] Whale to Aweland. we got the Tools
ready and Lowered down. The mate struck
first then the Second mate. then the Capt
fastened to mates Whale mate cut off and
chased on the Third mate got fast. then
the mate got fast again and cut off and
chased off again struck a good Bow and
saved her, and many Like Sperm Whale
[illegible] up the Boats Hoped in Sail and
to [illegible] all hands Have a good Meals every
day one of them Second Mate, one the Third
Mate and the other to belong to
the mate. so ends this part.
Part good weather Employed in ready
to Cut Latter part daylight cutted all Hands
and started to Cut. 11.30. and the Whales
in got dinner &c. Lat. [illegible] 7.56. S
[illegible] 11.04

South Atlantic Cruising

March 4th Sunday

P.m. Employed cutting up water Casks & found the Casks about 100 gals. Middle Part with good water. Employed Keeping Ship Clean as usual this day.

Lat. 9.46.S 9.32.S
Lon. 11.04.E 11.20.E

March 5th Monday

P.m. with good weather employed Keeping Ship Clean. Middle Part with good weather, finished cutting about 130 gals and cleared up Decks & Casks Latter Part Employed Painting Sails and Repairing the Oil that was Leaking. so ends this day.

Lat. 9.32.S
Lon. 11.28.E

March 6th Tuesday

P.m. good weather nearly a Calm. Employed at odd jobs & sunset Middle Part Latter Part same. Employed at odd jobs. Repairing the Oil &c.

Lat. 9.48.S
Lon. 11.18.E

March 7th Wednesday.

P.m. with good weather Employed Stowing the Main Hatch 75 Bbls. Middle Part good weather. Latter Part same daylight got up Anchors and Broke out Empty Water & started to put down Oil. so ends this day.

Lat. 9.40.S
Lon. 10.32.E

H 98. 232 5. 208 5. 203 Total 1764 Bbls 66 Bbls

March 8th Thursday

P.m. good weather Employed Stowing off the Hold. Middle Part with Sails and Middle and Latter Part with good weather daylight made Sail and Stood by the wind with the light airs from Eastward. Light variable winds & Calms. Employed Keeping a Keep up from South and Shaving Yards in Trim. Observed S. and S.S.W. sunset both

Lat. 10.00.S
Lon. 10.51.E

Cruising Whale Ocean.

March 9th Friday 1888.

P.M. under all Sail Steering S.E. by S. and S.E. with a strong Breeze from N.N.W. and N.W. by W. all the last 24 hrs good weather Latter Part. Employed Getting Boat ready and under all Sail & Employed in Mending Sails & one Seam of Line and put it on the Boat and Scored Lines. so ends this day.

Lat. 10.15.S
Lon. 10.25.E

March 10th Saturday

P.M. with good weather Employed at Sea Boat and Lines killed a Sperm Whale at 2 P.M. with good weather. Latter part same. Daylight got all ready and Washed Ship inside

Lat. 10.00.S
Lon. 9.51.E

March 11th Sunday

[illegible] Employed Washing Ship aboard 2.30. finished. about 5:45. Sperm Whales were raised by the Foremast Hand by the Name of David [illegible] we lowered down and pulled for [illegible] the Second Mate went on and struck. the Chief Mate chased on the Boat killed his Whale and towed him to the Ship. got along side about 8.00. took up the Boats and so on. braced forward and Ran along [illegible] daylight and all hands up and got up Tackles and hoist the Whale in on deck. Ran down Tackles and cleared up 9.20. Employed and Boat on Deck Till Eight did not get any Sleep. Employed [illegible] 12.30. Mid. Light airs from North.

Lat. 10.00.S
Lon. 9.48.E

Atlantic Ocean

Mar. 12th Monday 1868

Pm. with light airs from SE. running W.S.W. under all Sail employed as in the forenoon Fin Back. Lots of Black Fish. caught a few small Fish &c. Middle and Latter parts with light airs from SE. and ESE. Steering by the wind on the Starboard Tack heading W.S.W. under all Sail employed at odd Jobs in the Rigging &c

Lat. 10.02. S
Lon. 9.45. E

Mar. 13th Tuesday

Pm. with light airs from the SE. and South. running W. by S. under all Sail employed Painting outside and Bending and Reefing Sails &c Middle and Latter parts with light airs from the E and ESE. Steering by the wind on the Starboard Tack heading W.S.W. under all Sail employed at odd Jobs.

10.22. S
8.22. E

Mar. 14th Wednesday

Pm. good weather. Steering by the wind Hanged heading West W. under all Sail Employed. at F.S.S. Painting Sails and Yards. Middle and Latter parts with Good weather. Steering by the wind on the Starboard Tack heading W and W.S.W. Employed Painting Ship inside.

Lat. 10.48. S
Lon. 6.59. E

Mar. 15 Sunday

Pm. good weather Steering by the wind under all Sail. winds very light Employed at odd Jobs & Middle and Latter parts with Good weather Steering by the wind under all Sail. Heading about W.S.W. by Compass. employed at odd Jobs in the Rigging &

Lat. 6 S
Lon. 5.58. E

Mar. 16th Friday.

Pm. good weather all Sail on heading SW. by S. employed Painting Inside & Thousands of Fish around the Ship. Middle and Latter parts with weather Steering by the wind employed all the Blue work inside

Lat 12.09. S

March 17th Saturday

P.M. with good weather and wind
Ships standing W. by N. under all Sail with a good
breze. Employed painting and shifting Fore &
mizzen sails in good weather. Lying by the wind
Employed at odd Jobs Broke out Water &c

Lat. 13.62. S
March 18th Sunday Lon. 3.17. E

P.M. good weather strong breze from
the SE. steering by the wind on Port Tack. under
all Sail 1.30 PM. took in Sail. Employed
unbending & bending Sails. Middle and
latter part [illegible] Employed
as yesterday. Crossed the Line

Lat. 0.40. S
March 19th Monday Lon. 1.23. E

P.M. strong breeze from SE. by E. 2.30.
Squall, after Knocked and Struck W. Ports
a little later reefed Main T. Sail. after the Squall went
down the Men came down as usual the Passes com-
menced painting the Sail and rounded over
board. they were lost by the Boat's crew by the Name
of George Thomas belonging to St Helena
Middle and latter part same.
by the wind. 8.30. took in Main Sail and set
main Stay Sail. Employed broke out Ref
Lat. 14.35. S
March 20th Tuesday Lon. 00.04. E

P.M. good weather but a strong breze
blowing W.S.W. under top Gallt Sails Set and
Spanker. Middle Part good weather strong breze
latter Part more weather, had up a little bower
Jib at daylight took in the main Sail the
Sail that had split one point at the main
Sail again weather moderating stood to [illegible]

Lat. 15.53. S
March 21st Wednesday Lon. 1.42. W

P.M. Changed the course to W.N.W.
under all Sail with a nice breeze. Employed Hauling
off the Casks. Middle and latter parts with good
weather good breze. Employed [illegible] 5.60. E
[illegible]

March 22nd Thursday 1800

P.m. good weather Steering W.W.b.S. ½ W. on as all sail employed at odd jobs. Sunset took in right sails and hauled up the Courses. Saw a fishing Boat about this Evening Middle Part good weather made the Land about 10.30. ran down close to and hauled off the wind daylight call'd all hands and got the Anchors ready and went in dropped Anchor about 10.30. A.m.

March 23rd Friday

P.m. with good weather Employed taking stuff from the Schooner. Latter Part Employed stowing up Casks &c. so ends this day

Ad.

March 24th Saturday

P.m. good weather employed at odd Jobs the Schooner took her departure this P.m. Her Name was Onasackes. A.m. with good weather employed at odd Jobs &c.

Ad.

March 25th Saturday Sunday

P.m. good weather one Watch on Shore. Latter Part same so ends this day.

Ad.

Mar 26th Monday

Lon.

P.m. with good weather, one Watch three men on Shore. Middle first same. Latter last Employed braking Oil &c.

Ad.

Lon.

Mar 25th 27. Tuesday

P.m. good weather employed working in Oil and a few more things. Latter part good weather Employed in same kind of work as yesterday

Ad.

March 28th Wednesday

P.m. good weather, Employed at work on the Oil &c latter part same

Ad.

March Thursday 27th 29th 1888

P.m. good weather Latter part same employed at odd jobs. Took 100 lbs Water &c ~~&c~~ ended this day.

Mar 28th 29th 30th Friday

P.m. with good weather employed at odd jobs. Latter part same.

Mar 29th 30th 31st Saturday

P.m. have good weather and so on employed pumping salt Water from the casks into the hold so ends this day.

April 1st Sunday

P.m. with good weather employed taking provisions &c then the boats hooked on to the Lottie Beard and towed her out to Sea Latter part good weather employed at odd jobs.

April 2nd Monday

P.m. good weather. Employed taking Water &c towing down clearing up decks &c Latter Part same so ends this day.

April 3rd Tuesday

P.m. with good weather getting Water, &c Latter Part same

April 4th Wednesday

P.m. good weather Employed odd jobs. got some Water and that is all

April 5th Thursday

P.m. good weather employed clearing the decks a little. Latter Part exercises the Men came on board as usual all but the Steward he did not come come.

April 6th Friday

P.m. good weather. Employed

10th Tuesday

Lat.
Lon.
P.M. with good weather

11th Wednesday

Lat. 15.22. S

P.M. with good weather

12th

Lat. 13.48. S
Lon. 1.56. W
P.M. with strong breezes

Lat. 12.07. S

April 16th Thursday.

Lat. 9.32. S

Lat. 9.06. S

Lon. 10.41. E

Lat. 8.27. S

Lon. 10.22. E

Lat. 8.08. S

Saturday PM.

[illegible] good weather [illegible]

May 6th Sunday PM.

[illegible] about 3 or 4 miles [illegible]

[illegible] the boats cleared away [illegible]

met with good weather employed hauling [illegible]

Lat. 7.54.S

May 7th Monday PM. Lon 11.36.E

[illegible] with good weather employed [illegible]

May 8th Tuesday PM. Lat. 7.48.S

Lon. 10.45.E

[illegible]

Lat. 8.12.S
Lon. 10.21.E

Lat 8.40.S
Lon 10.10.E

Lat. 8.32.S
Lon. 10.27.E

Lat 8.22.S
Lon. 10.61.E

[illegible]

[illegible] raised Sperm Whales [illegible]
dinner and board about [illegible]
[illegible]
in th Sat 7.00.S

[illegible] Thursday th Lon —

[illegible] noon, the Mate was on [illegible] did not [illegible]
will not see him [illegible] the Chief [illegible]
came to the Ship & got on board about 6 o'c
the Mate whilest hooking on his Boat had
his Middle Finger in the hoisting [illegible]
and smashed the finger, and took the Boat
down not leaving me hands enough
& took in light Sail and lay [illegible]
[illegible] was in Sail with an
head Sail and steered along [illegible]
Sat 6.34.S
Mat 11th Thursday PM. Lon 10.20.E

[illegible] by the most moderate calculation
not [illegible] Sperm Whales &
Sat 7.18.S
[illegible] Friday PM. Lon 10.13.E

Lat. 7.40.
Lon. —

latter part the same sail in sight. both kept off. and sun the rest of the day.

Lat. 7.30. S
Lon. 11.31. E

with good weather. two sails in sight one out a chace and one a hea—

with good weather. two sails in sight one out a chace and one a hea—

Lat. 7.38. S

Lon. 11.10.E

Lat. 7.30.S
Lon. 11.03.E

all Low winds light so that we

Lat. 8.10.S
Lon. 11.32.E

Lat. 7.53.S
Lon. 11.3.E

Lat. 8.10.S
Lon. 10.32.E

Thursday 1h.

Lat. 9.08. S
Lon. 11.06. E

Saturday 2h.

Lat. 9.24. S
Lon. 10.46. E

Sunday 3h.

Lat. 9.33. S
Lon. 10.26. E

Lat. 9.23. S
Lon. 10.37. E

Lat. 10.00. S
Lon. 11.28. E

Lat. 10.42. S
Lon. 12.03. E

Lat. 10.52. S

with good weather strong breezes have

Lat. —
Lon. —

and courses steering to the wind
under our Lat. with light airs. saw and Gammed

saw E.N.E and N.E. saw the Schooner &
Lat. 10.45. S
Lon. 10.18. E

&c of other things ...
and kept on our Lon
... weather ...

and Gammed the Gray Hound.
Lat. 9.58. S
Lon. 10.36. E

June 4th Thursday Do.
with good weather all Sail
out steering E employed Gammeing ...

Lat. 8.48. S
Lon. 10 33. E

saw ... Lat ... Lon ... saw N.E.
Lat. 8.32. S
Lon. 9.10. E

N.E. ... Lat. 8.10. S

[illegible] with good weather saw Whales
& Fish in the Water employed during the main
[illegible]
[illegible] at sail and steered by the wind.
Lat. 7.30. S
June 18th Th. Lon. 11.18. E
[illegible] saw yet only sunset backed Sails and lay
on with all Sail set Middle part and latter
Watches part gone saw no Whales Took down
down and stood off till day then returned
to Ship saw Black Fish Killers &
Lat. 7.20. S Lon. 10.37. E
June 19th Friday Th. good weather, all sail set
steering by the wind employed Living &
Works Took Sail in [illegible] more Watch kept
[illegible] Middle part and latter Watches
steering by the wind under all Sail
Lat. 7.26 S
June 20th Saturday Th. Lon. 12.05. E
[illegible] employed working on the Casked
Oil & [illegible] saw [illegible]
Part [illegible] Middle and latter part with good
[illegible]
Lat. 7.22. S
June 21st Thursday Th. Lon. 10.30. E
Killed Fish one School of [illegible]
and latter part with [illegible]
Sail Course as ends This [illegible] Lat. 7.55. S
Lon. 9.39 E
June 22nd [illegible] Sail set steering by the wind
[illegible]
Lat. 7.48 S
Lon. 8.24 E

[illegible] 23rd Saturday [illegible]

[illegible] steering [illegible] the wind [illegible] all [illegible] [illegible]
[illegible]
made [illegible] so ends this day.

Lat. 7.40. S

[illegible] 24th Sunday [illegible] Lon. 10.37. E

good weather and a good bree[ze] steered by the wind under all sail. Middle and latter part with good weather [illegible] of the wind under all sail [illegible] run down [illegible].

Lat. 8.05. S

[illegible] 25th Monday P.M. Lon. 10.43. E

Good weather employed Gamming [illegible] Middle and latter part good weather about 7.20. A.M. [illegible] under all sail and [illegible] so ends this day. Lat. 7.43. S

Lon. 10.30. E

[illegible] 26th Tuesday [illegible]

with good weather employed at [illegible] Jobs in the Rigging. Saw Plenty of life in the Water sunset [illegible] [illegible] tack aback. Middle part laying aback. daylight [illegible] by wind [illegible] under all sail. 6.20. A.M. Sperm Whales were raised from the Foremast we got something [illegible]
[illegible]
the whale went on boat steerer darted [illegible] [illegible] the [illegible] were taken in again [illegible] whale [illegible] [illegible] [illegible] [illegible] [illegible] did not [illegible] killed the whale the whale [illegible] and [illegible] off but did not get on again we then returned to Ship

Lat. [illegible]

Lon. [illegible]

June 7th Wednesday PM.

with good weather employed
cutting the whale ginsed with mar we cleared down
after three Hemp Backs we chased nine hours but
[illegible] at supper all hands. set the Watch at 7.00. PM. and
went to work in the head. Middle part employed
[illegible] all Sail about 10.15. PM. Stiled [illegible]

Lat. 7.27. S
Lon. 10.21. E

[illegible] with good weather employed
[illegible] during 3.45. AM. the Sun Rose cleared all
[illegible] side of us and sent a boat [illegible]

Lat. 7.14 S
Lon.

[illegible] and at 5 AM. [illegible]
and Lat. 6.59 and 5 stiled one Cask of Beef in
the head of Hams &c

Lat. 7.20. S
Lon 10.37 E

N. B [illegible] and stiled down to Wd. Lat in
27.230 & so ends this day

Lat. 7.57. S
Lon 10.25 E

[illegible] good weather employed in
[illegible] Backs. Black Fish &

Lat. [illegible]
Lon [illegible]

saw the Falcon and Schooner Hackes.

Lat. 7.00. S
Lon. 10.40. E

employed Tanning from 5h P.m. to
9.30. P.m. saw
Hacks after

Lat. 6.10. S
Lon. —

good weather

Lat. 6.15. S
Lon. 10.0.

good weather employed Catching
Fish &c. saw 6 of Hull Heads.

Spare Studdes were raised by Chocks from the Fore Mast
we set Sheets and towed down and hauled to the wind

ready to bear
finished

[illegible] Lat. 3.50. S
[illegible] Lon. 9.40. E

[illegible] Sunday 2d. employed cutting. 2.45. P.M. finished cutting and hoisted the Blubber. [illegible] Lat. 3.20. S
Lon. 5.27. E

[illegible] Sunday 9th. employed cutting. 2.45. P.M. finished cutting and hoisted the Blubber, and Hands &. so ends this day.
Lat 3.07. S
Lon. 5.28. E

Lat. 5.27.S

Wednesday P.M. Lon. 10.06.E

with good weather steering by the

Lat. 5.12.S

Thursday P.M. ob.15. finished stowing the Oil at the

got to the Ship and got supper about 6 P.M.

Lat. 5.15.S

Friday P.M. Lon. 9.06.E

good weather steering by the

Lat. 5.20.S

Friday P.M. Lon. 9.10.E

good weather nearly calm steering

Lat. 5.48.S

Lat. 5.43. S
Lon. 10.01. E

Thursday p.m.

Lat. 5.58. S
Lon. 8.56. E

Friday p.m.

Lat. 6.14. S
Lon. 10.06. E

Thursday p.m.

Lat. 6.55. S

July 20th Friday p.m.

Lat 6.10.S
Lon. 10.34.6

Lat. 5.48.S
Lon. 8.54.E

Lat. 5.40.S

Lat. 5.20.S
Lon. 8.23.E

Lat. 5.10.S

Saturday P.m.

with good weather finished the
Blubber about 9.30. and started on the Head.
with fair wind & good weather & kept Sailing
[illegible] and saw the Sperm Whaling Vessels
[illegible] and saw a Sail in sight [illegible]

Lat. 5. 0. S

29th Sunday do. Lon. 10. 01. E

employed Sailing. finished
with a Sail. at the Morning. fair &
[illegible] weather [illegible] employed Sperming Oil &

Lat. [illegible]

30th [illegible] do. Lon. [illegible] E

cool weather Steering by the wind
[illegible] with Sail [illegible] on [illegible] Course

Lat. 3. 40. S

31st Tuesday P.m. Lon. 10. 14. E

employed stowing down Oil got through
about 4.30. decks all clear Sunset took in Sail. saw
[illegible] during the
[illegible] with Sail [illegible] Sailing &
Cutting Gear & saw one Sail

Lat. 3. 45. S

Wedensday P.m. Lon. E. 11. E

cool weather employed about
[illegible] Sail [illegible] employed
mending the Starbord Stat. &c

Lat. 6. 14. S

Thursday P.m. Lon. E. 34. E

[illegible] employed making fold Swabs &c

Lat. 5. 52. S

[illegible] Lon. [illegible]

cool weather. at all Sail and Steering

Lat. 5. 38. S

Aug 4th

Sunday 4th.

Light Breezes from N.E. to E.
sunset took in Sail Gotten and set all Sail steered
steered by the wind employed [illegible]

Lat. 5.30. S
Lon. 00.00.

Aug 5th

Sunday 5th.

employed baking out Water, caught
one large Porpoise & saw the Schooner sunset took in
Sail [illegible] Light Airs & Calm at 11 P.M.
and steered by the wind so ends this day.

Lat. —
Lon. —

Aug 6th

Monday 6th. with good weather saw one Tin Back and
Grampus. sunset took in Sail [illegible]
and all Sail [illegible] by the wind employed [illegible]

Lat. 6.00. S
Lon. 8.15. E

Aug 7th

Tuesday 7th. [illegible]
Sail & Light Airs & Calm sunset took in
Sail & Light Airs & Calm and steered by the
wind employed [illegible]

Lat. 6.10. S
Lon. 9.26. E

Aug 8th

Wednesday 8th. Light & Calm weather steering E and
by South & sunset took in Sail and Layed to the
wind.

[illegible]
Lat. 5.40. S
Lon. 10.02. E

Aug 9th

Thursday 9th. [illegible]
[illegible] & Light Airs & Calm sunset took in Sail
[illegible] Mondy Back did not get
sunset took in Sail [illegible] Light Airs & Calm weather
and steered steering by the wind saw Porpoise.

Lat. 5.44. S
Lon. [illegible]

Lat. 5.52. S
Lon. 9.10. E

Saw Porpoise, Low Fish, &

Lat. 6.13. S
Lon. 9.54. E

Lat. 6.25. S
Lon. 10.43. E

employed Staking out Water, Molasses, & empted

Lat. 6.20.
Lon. 11.04. E

Lat. 6.25. S
Lon. 11.10. E

Lat. 6.30. S
Lon. 11.20. E

Aug. 18th Friday PM. with good weather steering by the wind 4.00. PM. Spoke the Schooner Sarah Ann from Boston bound to Eastport with a load of Coal. Part employed Making and mending sails 20 ends this day

Lat. 6.42. S
Lon. 10.11. E

Aug. 19th Thursday PM. with good weather steering by the wind under all sail. Part employed at odd jobs saw the Schooner Hannah Ann

Lat. 7.00. S
Lon. 10.09. E

Aug. 20th Friday PM. with good weather steering by the wind under all sail. employed at odd jobs. Part of the weather saw the Schooner Packet 20 ends this day.

Lat. 7.20. S
Lon. 10.08. E

Aug. 21st Tuesday PM. with good weather steering by the wind under all sail with light airs. employed mending sails

Lat. 7.33. S
Lon. 10.02. E

Aug. 22nd Wednesday PM. with Calm weather trying to steer by the wind but there is my vessel stand still the night but it did look in the morning 20 ends this day. Part employed at odd jobs

Lat. 7.52. S
Long. 10.23. E

Aug. 23rd Thursday PM. with mod weather nearly Calm steering by the wind under all sail. Part employed at odd jobs

Lat. 8.15. S
Lon. 10.36. E

Aug. 24th Friday PM. with light winds steering by the wind under all sail. employed at odd jobs

Lat. 8.42. S
Lon. 10.48. E

Sunday PM. good weather steering by the wind under all Sail with a good breeze employed at odd jobs

Lat. 8.40. S
Lon. 11.03. E

Monday PM. good weather steering by the wind under all Sail with light airs employed at odd Jobs so ends this day.

Lat. 8.42. S
Lon. 10.15. E

Tuesday PM. with fair weather steering by the wind under all Sail employed at odd jobs ended Sat Sail Latter part with good wind employed at work

Lat. 9.05. S
Lon. 10.04. E

Wednesday Thursday PM. good weather steering by the wind under all Sail employed at work

Lat. 9.25. S
Lon. 9.59. E

Thursday PM. good weather steering by the wind under all Sail with strong Breeze and Squalls in the Night Sails. Latter part with Calms and a

Lat. 9.35. S
Lon. 10.12. E

Friday PM. with clearing weather and a good

Lat. 9.45. S
Lon. 10.3. E

[illegible]

[illegible] Sunday PM. with eight airs from the W.W. steering by the wind under all Sail saw porpoises.

[illegible] Monday PM. with light airs from W.W. steering by the wind under all Sail saw porpoises & killer part with Calms so ends this day.

[illegible] Tuesday PM. with [illegible] 20 m PM. the Boat Steers raised 2 Sperm Whales we lowered down and chased off Whales going quick the main Boat went and did struck the 1st the line got foul and failed so lost on after that Whales until sunset then gave up the chace came to this braced forward with all the light Sails in. [illegible] Calms or ratles very light airs from W.N.W.

[illegible] Wednesday PM. with nice weather. light airs from W.N.W. steering by the wind under all Sail employed [illegible] Boat [illegible] employed [illegible]

[illegible] W.S.W. under all Sail. Coiled a small line for Boat. So Captain quit ill his [illegible] large Sperm Whale very ready and lowered down the main went on and struck the 1st [illegible] last whale was killed and brought to the [illegible]

Sept 5th Friday Pm. with good weather employed cutting about 4.30. we raised down again for Whales the first time we put over the Boat stood on board it after that got before wind the Boats went on to the same Whale the Boat steered sailed but did not fasten the Boats returned to the Ship got supper and set the watch. [illegible] daylight called all hands and started to cut.

6th Saturday Pm. with good weather employed Cutting about 4.30. took in the Sails and started [illegible] Boat on the Larboard tack employed Boiling. Latter part good weather daylight called the Watch and got breakfast then took in the case and called it in the Morn since the Captain said to pick a row with the mate the mate stood it all did not care to have any Fuss on board the Ship if it could be avoided the Captain called the mate Lots of names but that was all I told him if I did not suit him why did he keep me I did not care to stay where I was not wanted he told me to go on the deck I did not care whether I was Male or Cook I worked on said nothing.

Sept 8th Sunday Pm. with good weather steering by the wind on the Starboard tack under all sail employed cooking and other all jobs. [illegible] Starboard tack [illegible] employed Boiling

Sept 9th Monday Pm. with good weather employed cutting 4.30. a principal [illegible] Came a.m. good weather started the Works again and ran the Case through 20 ends this day

Sept 11th Tuesday. 8m. with good weather and a fine breeze from S.W. steering by the wind under all Sail. Saw Whales but could not get them. employed cleaning decks &c.

Sept 12th Wednesday 8m. with good weather steering by the wind under all Sail. with a good breeze from S.W. employed cleaning down all decks and [illegible] for sea. at 4 got under way and a long cruise begun. at 8 a.m. saw a sail. Got Sick Stay and other odd jobs.

	B
20.	326
25.	229
27.	174
30.	126
30.	62
30.	109
3.	164
5	110
5	112
203	112
	143
	1687
	33 11
	72.03
	5.20
	56. yds

Sept 13th Thursday 8m. with good weather steering by the wind under all Sail employed as yesterday. Saw Sail Bark to Leeward. Hove to and spoke Bark with yard and spars, wanted provisions &c. &c. steering by the wind under all Sail employed cleaning the Oil that is on deck

Sept 14th Friday 8m. good weather. strong breezes from S. to S.E. steering by the wind under all Sail employed as yesterday. middle and latter part more cruise daylight started to breeze up fresh 2.30. took in Sail Sail.

Sept 15th Saturday 8m. with good breezes from the Southward steering by the wind under all Sail employed cleaking and boiling Oil with good weather, good steering by the wind on our port tack under all Sail. Upon Whale was raised by one man at the foremast. we cleared down and chased the Whale down, when the second mate, third mate chased off and struck a large Whale the Captain lowered down and struck the Whale and the Whale went off after the other boat. before we got fast to the Whale [illegible] and the Whale went off we chased off three times trying to get fast to him but were unsuccessful to [illegible]

Sept 16th Monday 2m. with good weather employed taking Whales along side. the 3d mate cutting we finished about 7.00 Pm and got Supper all hands middle part employed [illegible] part of Night & Latter part good weather, light airs employed boiling and setting up Hooks 20 ends this day.

Sept 17th Monday 2m: with good weather all hand out employed boiling & middle part boiling Latter part same finished about 2.45 Pm then got up a tackle and stowed down the Oil from the whale that ware left on deck.

Sept 18th Tuesday 2m. good weather employed boiling Oil & and coiling up and Washing off decks in the 1st ends middle Latter, Part strong breeze employed at odd Jobs.

Sept 19th Wednesday 2m. good weather steering by the wind under all Sail standing about S.W. & W. sunset coming on 7 pm. strong Gale Latter part with strong breeze steering W.S.W. Shortened

Sept 20th Thursday 2m. good weather steering

Sept.	H.	B	
21st	20	20	Wednesday 2m. good weather steering by the wind under all Sail standing
	11	3	S.W. & W. sunset coming on quick 7 pm. strong breeze
	3	12	Latter part with good Gale steering W.S.W. wind
			under all Sail standing about S.W. & W. Saw several
			Spouts each head to the Eastward employed coopering
			the Oil that is on deck from the casks that had
			20 ends this day.

Thur 20th . Kept . 24h . with . wet weather . from Lagoon
N.E . stowing Down, & Ld S.E. under
Sail saw one Vessail Whaler on Her way to St Helena
Latter part Stood about S.W. by W. under all Sail

Sept 21st Friday 8h . good weather raised the Land about
5.30. 2h . about 6 miles off . sunset took in
Sail and kept on running N.30. middle part hauled
aback and kept off Just before daylight kept off
again saw two Vessails behind us the Sackes
Bark Sea Fox

Sept 22nd Saturday 2h . with good weather came to an
Anchor about 2h . found the Bark
Sin-Keam at Anchor the two Whalers came in
about 4h . Latter part got up Tackles and hoisted on
Oil and sent on bd Latter . gages as follows .

No 1.	233 Bs.
	230.
	229.
	230.
	220.
	227.
	224.
	230.
	235.
	226.
	207.
	203.
	210.
	183.
	204.
	154.
	229.
	201.
	224.

Sept 23rd Sunday 2h . good weather employed getting Oil on
bd Sin-Keam . Latter part the Wash on
Shore so ends this day .

Sept 24th Monday 2h . good weather . Latter part same . 9am
started bak and Shooks, Oil &c.
Latter part employed in the same way having put
on bd the Sin-Keam three Casks of Oil on board

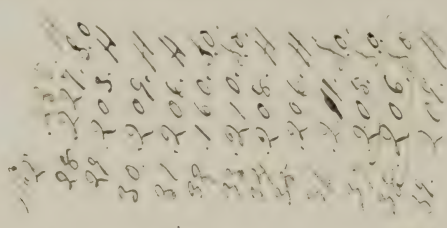
So.	229.
So.	231.
	11. 113

Sept 25th Tuesday 2h . good weather employed working in Oil .
same at up Shooks &c Latter part the
same sent four Cask of Oil which amounts to this mark

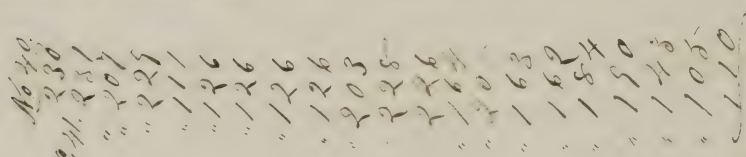
No 1.	233. H
	231. H
	230. H
	232. H

In St [illegible] Canal Oil

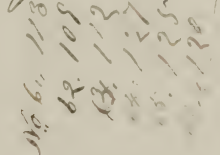
Sept 26th Wednesday Pm. with good weather employed
sending Oil on bord Schooner
Latter Part Same sent on bord this amount.



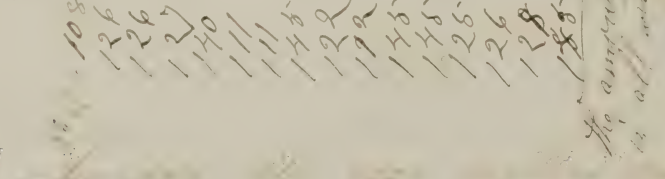
Thursday Pm with [illegible]
Oil to Schooner & Latter Part same
sent on bord this amount



Sept 28th Friday Pm. with good weather employed Shipping Oil
so ends this days the part. Pm
employed Shipping Oil & and this is the amount.



Sept 29th Saturday Pm. good weather employed Shipping
Oil Latter part the same &
have taken on bord Schooner this amount.



do & and 20 on do Latter part.
one Hack went on liberty. so ends this day.

Oct 1st Sunday Pm. with good weather one Hack in here.

Sunday Oct 16th

Lat 8.30 Long 2 E

Wednesday Oct 19th

Lat 7.38 Long 2 E

Thursday Oct 18th

Lat 7.18 Long 2 E

Friday Oct 19th

Lat 8 Long 3

Saturday Oct 20th

Lat 8.10. Long 2.54.

Sunday Oct 21st

Lat 8.00 Long 4.1

Monday Oct 22d

Lat 7.48.

Long 4.52

Bound to Liverpool for the River Plate

Tuesday. Oct. 23rd

Light airs and calms throughout the night at 4 AM
[illegible] Latt 8.21 N. Longitude 6.[illegible]

Wednesday 24th

Light airs and calms continued the same throughout
[illegible] Latt [illegible] Long 5.56

Thursday. Oct. 25th

Light airs and calms [illegible] Latt 8.21. N. Longitude. 6.[illegible]

Friday Oct 26th

Light airs and calms, finished unloading ship
[illegible] Latt 8.50. Long 6.57.

Saturday Oct 27th

Light airs and Calms Started to paint the main
[illegible] Latt 8.50. Long 7.20

Sunday Oct 28th

Calms and light [illegible] Latt 7.55 Long 8.38.

Monday Oct 29th

Fresh weather and fresh breze Caught a Porpoise
at half past six [illegible] Latt 7.40
Long 7.24

Coasting off West Coast of Africa

Tuesday. oct. 30th

Good weather with a good breeze steering by the wind on Starb. tack mod. Steering by the wind Saw Cape Blanco bearing E.S.E. distance 5 leagues. Lat. 20.55 Long. 16.28

Wednesday oct. 31st

Fine weather steering by the wind on Starboard tack at eight were 4 miles Cape Blanco E.S.E. and 4 leagues distant. Middle and latter part moderate and variable at noon saw a sail to the Southward. Lat. 19.25 Long. 16.28

Thursday. Nov. 1st

Fine fresh breezes and clear weather at 4 A.M. saw Cape Blanco bearing E.S.E. distance 4 leagues at 8 A.M. saw a sail to the Southward at noon saw Cape Blanco bearing E.S.E. distance 4 leagues. Lat. 18.22. Long. 16.28.

Friday. Nov. 2nd

Fine fresh breezes and clear weather at 4 A.M. saw Cape Blanco bearing E.S.E. distance 4 leagues at 8 A.M. saw a sail to the Southward at noon saw Cape Blanco bearing E.S.E. distance 4 leagues. Lat. 16.20. Long. 16.02.

Saturday. Nov. 3rd

Light airs & calms at 2 P.M. saw a large school of Porpoises came around the ship we caught 5 of them with hooks & lines & gave a piece to the Capt. & mate. Middle and latter part fine took the Sail in out of B.B. Furnished her & Sloop with water & then received the Sail into Boat again & hoisted her. Lat. 15.46. Long. 17.20.

Sunday. Nov. 4th

Fine breezes steering by the wind on different tacks at 4 A.M. saw Cape Blanco bearing E.S.E. distance 4 leagues at 8 A.M. saw Cape Blanco bearing E.S.E. distance 4 leagues at noon saw Cape Blanco bearing E.S.E. distance 4 leagues. Lat. 15.22 Long. 17.32

Coming of West Coast of Africa

Monday Nov. 4th

Sunday Nov. 5th

Good weather with a fine breeze

Tuesday Nov. 6th

Wednesday Nov. 7th

Thursday Nov. 8th

Friday Nov. 9th

Remarks of Most Good of Flavia.

Saturday Nov. 10

Light airs & Strong gales the second part hard & heavy squalls & thick weather under close reefd main sail at daylight set ditto & part of the forecourse to the day Employed in pumping & Endeavouring to keep the ship before the wind Lat. 42.21 Long. 12.11.

Sunday Nov. 11th

Fresh breezes & Strong by the second part hard & heavy squalls & thick weather under close reefd main sail at daylight set all sail & Employed in pumping & endeavouring to keep the ship before the wind Lat. 42.45 Long. 10.46.

Monday Nov. 12th

Brigt Sloop Westward Saw large number of Sperm whales & Boobies also saw Humpback Whale Cape Sable at daylight set all sail & Employed in pumping & endeavouring to keep the ship before the wind Lat. 42.33. Long. 16.32.

Tuesday Nov. 13th

Large Steering by the Wind under 3 Reefd Mainsail & Foresail & Reefd Mizen Staysail & Jib Employed in pumping & endeavouring to keep the ship before the wind Saw a Sail at daylight set all sail & Employed in pumping & endeavouring to keep the ship before the wind Lat. 42.11. Long. 16.58

Wednesday Nov. 14th

Large Steering by the Wind under 3 Reefd Mainsail & Foresail & Reefd Mizen Staysail & Jib Employed in pumping & endeavouring to keep the ship before the wind under close reefd Mainsail & Foresail Saw one at 12 oClock Set ditto & Stood to the Westward at daylight set ditto & Stood to the Eastward Employed in pumping & endeavouring to keep the ship before the wind Saw Sperm whales & Boobies Lat. 42.00 Long. 11.19

Thursday Nov. 15th

First part Blowing Hard & Heavy Squalls & Thick Weather & the rest Moderate & Clear Employed in pumping & endeavouring to keep the ship before the wind at daylight set all sail & Employed in pumping & endeavouring to keep the ship before the wind Lat. 42.00 Long. 10.32

Proceedings of Short Council of Officers

Friday Nov. 16th

Busy cutting bark in low water boats. Also cleared up between decks & got ready for sea. At 6.30 p.m. hove short cable & veered out 90 fathoms. At 8 a.m. called all hands & got under way & stood out to sea. Lat. 8.54. Long. 11.42.

Saturday Nov. 17th

Cutting bark in boats & hold. At 2 p.m. secured boats & stowed away bark. At 6 a.m. called all hands at 6 a.m. clearing away decks. finished cutting up bark at 2 p.m. part of the ship's company washing.

Lat. 8.4. Long. 11.22.

Sunday Nov. 18th

Busy sailing and setting decks out of the water. Secured boats & the Cutter fore & aft. Finished boiling bark at 2 p.m. & finished boiling at 7 p.m. Cleaning up decks & got ready for the next days work. Also set fore & aft sails. Moderate & fine weather.

Lat. 8.22. Long. 11.01.

Monday Nov. 19th

Cleaning up decks & coopering oil. At 2 p.m. got sails on & got under way & stood out to sea. At 6 p.m. set watch & stood on & off all night. At daylight washing decks & cleaning up. At 8 a.m. called all hands. Lat. 8.25 Long. 11.03

Tuesday Nov. 20th

Coopering oil finished at 1.30 p.m. then began to put bark on another ship. Finished at 3 p.m. & at 6 p.m. put ship's company to work on board & forward. Coopering oil. Stowed 93 bbls. in hold. At 6 a.m. called all hands & got under way & stood in towards land. Lat. 8.35 Long. 11.0

Wednesday Nov. 21st

Steering E.N.E. & E. & E.S.E. & different courses. Fine weather. At 6 a.m. called all hands & got under way & stood in towards land. Lat. 8. N. Long. 11.2

Steering off West Coast of Africa.

Thursday Nov. 22nd

Steering by the wind on the larboard tack
[illegible] at day light saw a sail
to the windward hoisted her colours and
backed astern. Lat. 2. 0. Long. 11 48.

Friday Nov. 23rd

Hoisting out the boats and begining the Quarters
at 8 AM and stopped [illegible] at 4 PM
at which time the ship was hove to
the sail. At day light saw a sail on
the larboard tack pointed down the coast
made sail in chase. Lat. 1. 12. Long. 11. 0.

Saturday Nov. 24th

Steering by the wind on the larboard tack
finished painting three of the boats and
[illegible] at noon hove to with the larboard
tack aboard and sails aback at midnight
made all sail at day light pointed N.E. saw
land bearing. Lat. 2. 3. Long. 11. 32.

Sunday Nov. 25th

Hove to at 4 PM. Sent the ships boats to
attempt to land for fish. At day light
[illegible] Lat. 2. 45. Long. 11. 36.

Monday Nov. 26th

Steering the wind on the larboard tack
[illegible] at 4 PM hove to with the
boats for the night. At day light
made all sail [illegible] the
[illegible] about ship duty. Lat. 2. 0. Long. 11.

Tuesday Nov. 27th

Steering by the wind on the larboard tack
[illegible]

Cruising off the Coast of Africa.

Saturday Nov 29th

[illegible] at 2 P.M. saw a sail to the [illegible] Ships Colours [illegible] Light Airs & Calms. at 6 P.M. made all sail on the Ship in sight. Lat. 8.38 Long. 10.40.

Sunday. Nov. 30

Fresh breezes & Cloudy. At 2 P.M. saw a Sail at Anchor & Ship under Sail to the Eastward. at 4 P.M. made all sail in Chase. at 5 P.M. the Ship in sight. Lat. 8.34 Long. 10.40.

Monday. Dec. 1st

At 1 P.M. saw a Ship at Anchor. at 2 P.M. saw a Sail at Anchor. at 3 P.M. saw a Sail at Anchor. at 4 P.M. saw a Sail at Anchor. at 5 P.M. saw a Sail at Anchor. at 6 P.M. saw a Sail at Anchor. at 7 P.M. saw a Sail at Anchor. at 8 P.M. saw a Sail at Anchor. at 9 P.M. saw a Sail at Anchor. at 10 P.M. saw a Sail at Anchor. at 11 P.M. saw a Sail at Anchor. at 12 P.M. saw a Sail at Anchor.

Tuesday. Dec. 2nd

At 1 A.M. saw a Sail at Anchor. at 2 A.M. saw a Sail at Anchor. at 3 A.M. saw a Sail at Anchor. at 4 A.M. saw a Sail at Anchor. at 5 A.M. saw a Sail at Anchor. at 6 A.M. saw a Sail at Anchor. at 7 A.M. saw a Sail at Anchor. at 8 A.M. saw a Sail at Anchor. at 9 A.M. saw a Sail at Anchor. at 10 A.M. saw a Sail at Anchor. at 11 A.M. saw a Sail at Anchor. at 12 A.M. saw a Sail at Anchor.

Wednesday. Dec. 3rd

At 1 A.M. saw a Sail at Anchor. at 2 A.M. saw a Sail at Anchor. at 3 A.M. saw a Sail at Anchor. at 4 A.M. saw a Sail at Anchor. at 5 A.M. saw a Sail at Anchor. at 6 A.M. saw a Sail at Anchor. at 7 A.M. saw a Sail at Anchor. at 8 A.M. saw a Sail at Anchor. at 9 A.M. saw a Sail at Anchor. at 10 A.M. saw a Sail at Anchor. at 11 A.M. saw a Sail at Anchor. at 12 A.M. saw a Sail at Anchor.

Journal of West Coast of Africa

Monday Dec 2nd

Fine weather the wind on past tack Saw the Town Packet reports seeing nothing since we left her at Sea Last Saturday ready to depart Finished filling Casks at 4 30 am Set the main sail Lat 8.17 Long 13.28

Tuesday Dec 4th

Fine weather Steered along shore in sight of land Saw a Canoe Fishing at 8 am Set the Foresail to keep the ship from pitching Lat 8.30 Long 13.27

Wednesday Dec 5th

Fine weather Saw the Land at 2 pm Sailed Steered along shore Set the Foresail to keep the ship from pitching at 8 am put this on the log Lat 8.22 Long 13.19

Thursday Dec 6th

Fine weather Saw the Land at 10 am Sailed Steered along shore Set the Foresail to keep the ship from pitching Lat 8.30 Long 13.

Friday Dec 7th

Fine weather Saw the Land at 10 am Sailed Steered along shore Set the Foresail to keep the ship from pitching Lat 8.32 Long 13.

Saturday Dec 8th

Fine weather Saw the Land at 10 am Sailed Steered along shore Set the Foresail to keep the ship from pitching Lat 8.32 Long 13.

Leaving off West Coast of Africa.

Sunday Dec 7th

Light airs steering by the wind on starboard tack
[illegible] look at Log. Sounded
[illegible] at daylight set [illegible]
[illegible] Lat. S. 20. Long. 6. W.

Monday Dec. 10th

Steering by the wind on port tack at
[illegible] Courses for the [illegible]
[illegible] Lat S. 28. Long. 10. 07.

Tuesday Dec. 11th

[illegible] Lat. 8. 09. Long. 10. 04.

Wednesday Dec. 12

Running [illegible] Light Airs & C. at
6. pm. Lighted to the wind on starboard tack
to the Westward with [illegible] at daylight set all
sail at 6.30 am. hoisted E. I. C. at 8. am. saw
the Ivy Anchor. after 7 am steering different
courses.
Lat. 8. 10. Long. 10. 27.

Thursday Dec. 13th

Steering N. W. at 8 pm. Lighted to the wind
upon the starboard at 6. pm. Superb seeing nothing
but ship under short sail & wind on
port tack. at daylight set all sail
steering N. W. by W. at 7 am. set studding
sail all sail set & gained it and sent it
up at 10. 10 am.
Lat. 7. 60. Long. 7. 42

Friday Dec. 14th

Steering N. by W. with [illegible]
on port tack under the [illegible] at daylight
set all sail steering different [illegible]
Lat. 7. 02 Long. 9. 20.

Leaving off West Coast of Africa

Saturday Dec 15th

Steering S by W on and off back at 1 P.M. Fishing for Whales saw several whales off the Coast but no one lowered at 2 P.M. the M.B. struck Whale L.B. the L.B. M.B. fastened one L.B. mired. also saw one W.B. picked up dead Whale lanced by L.B. the Boat Steered off again the L.B. got fast lowered up the whale cut the boat adrift at 5 P.M. Whale along side. a.m. Cooperage all hands at daylight started for Cask finished Cutting at 12 M.

Lat. 6 S. Long. 8 28.

Sunday Dec 16th

Saw several whales and Sperm got Whales fished the last received at 4 P.M. one finished boiling and at 8 A.M. was Hoisted on the deck. Lat. 7 08 Long. 9 31

Monday Dec 17th

Saw whales this A.M. at the mast head at Noon fast to one at 1 P.M. got on board of each boat one killed finished cutting at 8 P.M. got on fast one. lowered up 75 Bbls. Sperm

Lat. 7 16. Long. 11 03.

Tuesday Dec. 18th

Saw several whales at sunset fast with one fast to each under reef at Sail at daylight at all sail to round on fast to each started cutting out fell ready to stow oil stowed 84 Bbls.

Lat. 7 04. Long. 8 23.

Wednesday Dec 19th.

Saw several whales saw a sail at sunset fast with one boat to each under reef sail. saw at daylight fast with one boat the other started stowing oil finished at 2 P.M. then steering other boats back Lat. 7 09. Long. 8 08

67 bbls

Thursday Dec 21st

[illegible] at 6 pm thick Rain.
Broke to the wind we did not. Wind
the rest that the M B of Shetland passed us
going. [illegible]
[illegible] at 8 am. Sent Jack Mason broke
out and setting up shrouds. at 8.30. am. raised the
dead whale the Capt went to it took one iron out of
it the other had dropped out he never saw it go.
Latt. 6. 53. Long. 9. 02.

Friday. Dec. 21st

Busy setting up shrouds at up Ton Casks filled
8. of the in Same on rain Light Airs & calm
then put ship under Top sail and fore sail
at 4 pm. raing and wind & baffling. am. at daylight
made sail at 7 am Came on raing with baffling
winds steering different Courses. finished the
Cask that we had set up but them before
Latt. 6. 50. Long. 9. 10.

Saturday. Dec. 22nd.

Rain with light winds at 2 pm. Clued up the
Wind having come round so as it brings it
Almost fair Ship under short sail starboard
tack. am. at daylight made sail fair ship on
port tack
Latt. 7. 22. Long. 9. 16.

Sunday. Dec. 23rd

By the wind on port tack at 4 put ship on Star
board tack at sunset took in sail for the night
a[illegible] at daylight made sail [illegible]
tack
Latt. 7. 25. Long. 9. 20.

Monday. Dec. 24th

[illegible] wind [illegible]
port [illegible]
am. at daylight made all sail except the fore
top gallant sail. at 7. am. sent down fore top
gallant sail repaired it and sent it up at
11. 30 am.
Latt. 7. 48. Long. 9. 29.

Cruising off West Coast of Africa.

Tuesday Dec 25

Strong breeze ship'd the wind on starboard tack at 4.30 pm took in light sail at sunset reefed and secured boats hauled up mainsail. Killed a pig. a.m. at daylight made all sail saw [illegible]

Latt 8.28. Long. 10.30.

Wednesday Dec 26th

Light airs and calms steering by the wind on starboard tack at sunset put ship under short sail. a.m. at do. [illegible] Coal.

Latt 8.45. Long. 11.10.

Thursday Dec 27th

Steering by the wind on starboard tack at sundown put ship on port tack under short sail. a.m. at daylight made all sail at 7 a.m. hove ship off N. E. set jib boom and other old one [illegible] repair.

Latt 8.24 Long 11.40

Friday Dec 28th

at three p.m. kept ship N.N.E. at sunset lufted to wind on port tack under short sail. a.m. at daylight made all sail at 7 a.m. kept ship N.N.W. Rove new lanyards to main [illegible]

Latt 7.53. Long. 10.27.

Saturday Dec 29th

[illegible] a.m. at daylight made all sail at 7 a.m. saw a pinnace at 8 a.m. kept [illegible] saw finback.

Latt 7.30. Long. 7.11.

Sunday Dec 30th

Steering N.N.W. saw a sail on at sunset [illegible] a.m. at daylight made all sail at 7 a.m. kept N.N.W. saw two schools of blackfish

Latt 6.53 Long. 9.22.

Cruising off the Coast of Africa.

Sunday Dec. 31st

Steering E.S.E. & at 5.30 p.m. bulled to wind on starboard tack at sunset put ship under short sail. [illegible] Steering different Courses. Employed making new lifts for fore and main yards.

Lat N 7.06. Long. 10.11.

Tuesday. Jan. 1st 1839.

[illegible] A.M. at daylight made all sail steering different Courses. Employed the waist boat to repair her. Lat. 6.45. Long. 10.45.

Wednesday Jan. 2nd

Steering different Courses finished the waist boat at 3 p.m. Hauled to wind at 4 p.m. put ship under short sail at sunset. A.M. at daylight made sail Steering by the wind on port tack rove new falls on Starboard boat.

Lat. 6.25. Long. 9.25.

Thursday. Jan. 3rd

Steering by the wind on port tack at 1.20 p.m. saw a breach ahead for it but failed to see anything put ship on starboard tack at 3 p.m. shortened sail at sunset. A.M. at daylight made all sail. by the wind the Capt ordered making Courses the top sacks. put new main top gallant sheets on haliyards.

Lat. 6.55. Long. 10.13.

Friday. Jan. 4th.

Steering by the wind on starboard tack at 5.30 p.m. put ship on port tack at sunset took in fore top gallant and main sail. A.M. at daylight made all sail. at 11 A.M. put ship on starboard tack. sent down royal top sail reefed it and sent it up again at 11.30 A.M.

Lat. 7.00. Long. 9.07.

Cruising off West Coast of Africa

Saturday Jan 5th

Steering by the wind on starboard tack at sunset
put ship under short sail. a.m. at daylight made
all sail. first ship on port tack at 7 a.m. dam
Starboard Lat 7.22. Long 2.38.

Sunday Jan 6th.

At noon by the wind on port tack at 8 am first
ship on starboard tack hauled up & set
sail. a.m. at daylight made all sail first ship
on port tack at 8 a.m. Lat 7.30. Long 2.30.

Monday Jan 7th

By 12 o'clock different tacks. a.m. steering
by the wind on starboard tack at 10 am first
ship on port tack from Mayfield. Lat 7.20. Long 10 W.

Tuesday Jan 8th

At noon by the wind on port tack saw
ships. a.m. steering by the wind on port
tack at 8 am saw a sail to windward bore
down and hoisted her colours & fired a gun to bring her to
& it Lat 8.25 Long 9.57.

Wednesday Jan 9th

At 12.30 p.m. first ship on starboard tack.
Rove new signal halyards & mended at sunset
took in light sails. a.m. at daylight made all
sail first ship on port tack saw two others
of Blackfish Lat 8.26. Long 10.16.

Thursday Jan 10th

Steering by the wind on port tack at 2 pm
saw sail on starboard tack Blackfish. Sunset
at 5 pm. observed saw nothing. Saw no
last Saturday. a.m. steering by the wind on
different tacks. Lat 8.45. Long 10.26.

Friday Jan 11th

At noon by the wind on different tacks
saw large number of birds and porpoises.
a.m. at daylight first ship on port tack by
the wind & lots of porpoises in sight

Lat 8.50 Long 10.40.

Journey of the Ship Lion of Tyrer.

Saturday Jan 12th

Steering by the wind on port tack at 3 pm saw ship on Starboard tack took off and moved the three poles to mizen riggin. a.m. at daylight put ship on port tack all sail set Latt 9.05 Long 10.38.

Sunday Jan 13th

By the wind on port tack at 8 pm put ship on Starboard tack saw porpus and grampus a.m. at daylight put ship on port tack saw the Army Packet lying to she hove to at 7.30 a.m. reports seeing school of whales on the 12th inst got one small one about 50 bbls. Latt 9.29 Long 10.47.

Monday Jan 14th

By the wind on port tack saw a finback at 1 pm. Blew breath to windward could not get up to it to see what it was a large school of dolphin came around the ship caught 30 of them a.m. Steering by the wind on Starboard tack. Hauled port tack fine on bow boat gone Latt 9.54 Long 11.11.

Tuesday Jan 15th

Steering by the wind on Starboard tack [illegible] at 1 pm. at 3 a.m. put ship on port tack made all sail at daylight sent down main sail to repair. Latt 9.47 Long 10.53.

Wednesday Jan 16th

Steering by the wind on port tack wind light finished main sail and bent it at 2 pm. Saw grampus finback and porpoise. a.m. by the wind port tack nothing. Latt 9.47 Long 9.53

Thursday Jan 17th

Steering by the wind on port tack at sunset put ship on Starboard tack. a.m. by the wind on Starboard tack saw blackfish at daylight. Set up fore tack sail put studd sails on main boom on the larboard. Latt 9.57 Long 11.22

Cruising off the East Coast of Africa

Friday. Jan. 18th

Steering S. by the wind on starboard tack at noon hauled up the Courses. a.m. at daylight made all sail steering different Courses at 9 p.m. reefed it and hove to again at 9.30 a.m. could never fall in with the L.B. Latt. 10.20 Long. 10.42.

Saturday. Jan. 19th

Lying to with the wind on starboard tack hove main signal halyards to the mast head set do reefed sail at noon. a.m. at daylight put ship on port tack set all sail saw nothing. Latt 10.37 Long. 10.40.

Sunday. Jan 20th

By the wind on port tack at 1 p.m. Daniel White Water off the bow I ran for it but failed to see anything shortly before had seen finback off weather bow hauled up Courses at sunset. a.m. at daylight set all sail saw nothing. Latt. 9.46. Long. 9.42.

Monday. Jan. 21st

Steering S. S. W. Saw a sail, and gave chase to the wind on port tack at noon set under short sail. a.m. at daylight set all sail at 8 a.m. kept off S.W. altering and steering different Courses. Latt. 10.05. Long. 8.52.

Tuesday. Jan. 22nd

Steering different Courses at sunset luffed to the wind on starboard tack under short sail. a.m. at daylight set all sail steering different Courses. Saw finbacks. Sent down the boat pennants from forward fixed them and sent them up a.m. Latt. 9.55 Long. 9.36.

Wednesday. Jan. 23rd

Steering S. S. at sunset luffed to the wind starboard tack under short sail saw finbacks made more sail hove to. a.m. at daylight made all sail steering different Courses boy at various odd jobs.

Latt. 10.13.

Long. 10.24.

Cruising off West Coast of Africa

Thursday. Jan. 24th.

Steering different Courses sent down brace pennants at the main tared them sent them up again. luffed to wind on starboard tack at 4 pm. down mizen sheet sail. a.m. at daylight set all sail steering different Courses. Lat. 9.35. Long. 10.50.

Friday. Jan. 25th

Steering different Courses. saw a new grain of gulf weed. at 4 pm. spoke the Barque Sea Bird from Liverpool bound to Bonny. at 10 pm. hove to on starboard tack. a.m. at 6 pm. filled made all sail steering different courses. Lat. 9.56. Long. 11.08.

Saturday. Jan. 26th

By the wind on starboard tack at 4 pm. spoke Ship. Docker reports seeing nothing reports both of her masts as being bad. at sunset took in sail a.m. at daylight set all sail steering different Courses. Lat. 9.32. Long. 10.56.

Sunday. Jan. 27th

Steering N.N.W. at sunset luffed to wind on port tack under short sail at 8 pm. hove ship on the starboard tack. a.m. at daylight set all sail at 7.30 a.m. hove ship on port tack. saw Finback. Lat. 9.10. Long. 10.59.

Monday. Jan. 28th.

By the wind on port tack at 2 pm. bore off to the Northward at sunset luffed to wind on port tack under short sail. a.m. at daylight set all sail wind very light at 10.20 a.m. Raised the Ship Docker whaling about 10 miles off on our beam we lowered our boats and started. Lat. 8.52. Long. 10.29.

Tuesday. Jan. 29th.

Chasing whales at 12.30. saw the whales at 1 pm. struck the L.B. W.B. and S.B. each got a whale the Docker got one whale and a stoven boat got our whales to the ship at 6 pm. a.m. Called all hands at daylight started to cut finished at 9.15 a.m. braced forward sent down tackles went to work blowing away heads and cutting up to try blubber. Lat. 9.35.

Long. 10.49.

Cruising off West Coast of Africa.

Wednesday Jan. 30th

Clearing away heads and Cutting up blubber started the Try works at 2. pm. finished boiling and at 6. pm. then started on the [illegible] dy. am. at daylight first ship on port tack. Lat. 8.08. Long. 10.53.

Thursday. Jan. 31st

Buoy boiling finished at 2. pm. then put on the 1st Can. the whales turned up 36. bbls. 20 galls. put ship on Starboard tack under short sail at sundown. a.m. at daylight made all sail took off the lean oil. Cleaning up decks. Lat. 8.10. Long. 10.52.

Friday. Feb. 1st

Light airs and Calms Scraped off some of the grass from ship outside and wet her down. took in sail at sundown a.m. at daylight set all sail except the fore top gallant sail at 6.30 am Commenced to rain. Continued to rain the rest of the 24 hours. no observations

Saturday. Feb. 2nd.

Rainy about 3. pm. Cleared up. at sunset put ship on Starboard tack under short sail. a.m. at daylight made sail put ship on port tack then put up tackles and hove down. started the oil at 8.30 a.m. Lat. 8.20 Long. 10.30.

Sunday. Feb. 3rd.

Steering down. finished the oil at 2. pm. stowed 38. bbls. then stowed back the other things in the hold. am. made all sail by the wind on different tacks. Lat. 8.40. Long. 10.27.

Monday. Feb. 4th

By the wind on Starboard tack at sunset took in sail. am. set all sail at day light at 10 am. put ship on port tack. Lat. 8.40. Long. 10.30.

Tuesday. Feb. 5th.

Steering by the wind on port tack at 2 pm put ship on Starboard tack. at sundown took in sail am. at daylight set all sail at 6.30 am. put ship on port tack. took out the water butt to repair it put in new head and one Stave.

Lat. 8.44.
Long. 10.16.

Cruising off West Coast of Africa

Wednesday. Feb. 6th

By the wind on port tack at 6 pm. put ship on Starboard tack. took in sail at Sundown. a.m. at daylight set all sail. put ship on port tack at 6 30 a.m. saw killers at 11 a.m.

Latt. 8.48. Long. 9.54.

Thursday. Feb. 7th

Light airs ship on port tack saw blackfish at 3 pm. put ship on Starboard tack at 5 pm. hauled up main sail and furled fore topgallant sail at Sundown. a.m. at daylight set all sail. saw a number of grampus.

Latt. 8.50. No Long.

Friday. Feb. 8th

Light airs ship on Starboard tack took in sail at Sundown. a.m. at daylight set all sail put ship on port tack.

Latt. 9.00. Long 10.12.

Saturday. Feb. 9th

Steering by the wind on port tack. saw fin backs put ship on Starboard tack under short sail at Sundown. a.m. at daylight set all sail saw fin backs

Latt. 9.02. Long. 10.33.

Sunday. Feb. 10th.

Steering by the wind on Starboard tack struck the Jury Spar. she sent down her main topmast to day as her main mast was so bad. put ship under short sail at Sundown. a.m. set all sail at daylight put ship on port tack. Latt. 9.05. Long 10.28.

Monday. Feb. 11th

Ship on port tack fine breeze at 2.30 pm. put ship on Starboard tack saw killers took in sail at Sundown. a.m. put ship on port at 3 a.m. set all sail at daylight. Latt. 9.13. Long. 10.21.

Tuesday. Feb. 12th.

Steering by the wind at 4 pm put ship on Starboard tack took in sail at Sundown. a.m. set all sail at daylight put ship on port tack. after 7 a.m. went to work on the main stay sewing and so forth

Latt. 9. 18.
Long. 10. 14.

Cruising off West Coast of Africa

Wednesday. Feb. 13th.

Ship by the wind on port tack finished the Main Stay at 2 pm. put Ship on the Starboard tack at 4 pm. took in sail at Sundown a.m. set all sail at day light. Saw [illegible] Lat. 9.26 Long. 12.

Thursday. Feb. 14th.

By the wind on Starboard tack saw plenty of Blackfish took in main sail and fore sail at sundown. a.m. set all at day light put Ship on port tack set main topmast staysail got out boats to work on [illegible] Lat. 7.42 Long. 10.15

Friday. Feb. 15th

Light airs put Ship on Starboard tack at 8.30 pm. a.m. at day light set all sail saw Squid Lat. 10. Long. 10.33.

Saturday. Feb. 16th

Ship on Starboard tack took in sail at sundown. a.m. put Ship on port tack at midnight. at day light set all sail Lat 10.15. Long 10.

Sunday. Feb. 17th

Light winds [illegible] Ship on Starboard tack [illegible] a.m. at day light put Ship on port tack set all sail. Lat 10.16. Long. 9.56.

Monday. Feb. 18th

By the wind on port tack saw blackfish. at sunset put Ship on Starboard tack under short sail. a.m. set all sail at day light raising weather after 6.30. a.m. until 9.30. finished the water butt Lat. 10.16. Long. 10.21.

Tuesday. Feb. 19th

Ship on Starboard tack painted water butt took in sail at sunset. a.m. at day light set all sail saw squid. Lat. 10.40. Long. 11.01

Wednesday. Feb. 20th.

Ship on Starboard tack at sunset put ship on port tack under short sail. a.m. at day light set all sail [illegible] and Completed the [illegible] Lat. 10.34. Long. 10.26.

Cruising off West Coast of Africa

Thursday. Feb. 21st

Ship by the wind on port tack. saw black fish took in sail at sunset. a.m. at daylight set all sail. rove new lanyards to lower main riggin on starboard side. Latt. 10.35. Long. 9.47.

Friday. Feb. 22nd.

Steering by the wind on port tack took in sail at sunset. a.m. set all sail at daylight made new try water bucket. Latt. 10.[illegible] Long. 8.47.

Saturday. Feb. 23rd

Steering by the wind on port tack. [illegible] [illegible] shortened sail at sundown. a.m. set all sail at daylight. saw [illegible]

Latt. 10.50. Long. 7.35.

Sunday. Feb. 24th

Steering by the wind on port tack. put new [illegible] of twine to Bow Boats [illegible] took in sail at sunset a.m. set all sail at daylight. [illegible] [illegible] [illegible] [illegible] Latt. 10.54. Long. 6.44.

Monday. Feb. 25th

Steering by the wind on port tack [illegible] [illegible] [illegible] took in sail at sunset [illegible] a.m. at daylight set all sail except fore top gallant sail. [illegible] [illegible]. Latt. 11.12. Long. 6.[illegible]

Tuesday. Feb. 26th.

Steering by the wind on port tack [illegible] [illegible] top mast and top gallant [illegible] took in sail at sunset. a.m. Strong breeze set main sail at daylight at 8. a.m. reefed fore top sail rove new buntlines to [illegible] top sail. Latt. 11.47. Long. 5.07.

Wednesday. Feb. 27th

Strong trades ship on port tack by the wind took in sail and reefed main top sail at sunset. a.m. Strong breeze up to 8. a.m. then more moderate set all after 8 a.m. except fore top gallant sail [illegible] oil casks ready for water unbent mizzen and fore top mast stays sail bent [illegible] second hand ones in thier place. Latt. 12.14. Long. 4.18.

Thursday. Feb. 28th

Ship on port tack [illegible] under reefed top sails at sunset. a.m. set all sail except fore top gallant sail at daylight. busy in the riggin Latt. 12.42. Long. 3.42.

Wednesday. West Coast of Africa.

Friday. Mar. 1st.

At 1 pm first took in reefs in fore and main sails and hauled up foresail and mainsail to dry them at 2 pm set all sail except fore topgallant sail. Employed in the forenoon. Lat. 13.22. Long. 3.02.

Saturday. Mar. 2nd

At 1 pm, port tack. Busy working in the rigging. At 2 pm wore ship and set sail as before. At 4 pm set fore topgallant sail. Employed in the forenoon. Lat. 14.22. Long. 2.22.

Sunday. Mar. 3rd.

At 1 pm first took in the topgallant sails and double reefed the topsails and at 2 pm set the topgallant sails. At 4 pm set the topgallant sails. At 8 pm set the topgallant sails. Employed in the forenoon. Lat. 14.55. Long. 1.44.

Monday. Mar. 4th.

At 1 pm set the topgallant sails. At 4 pm took in the topgallant sails and double reefed the topsails. At 8 pm set the topgallant sails. Employed in the forenoon. Lat. 15.30. Long. 1.04.

Tuesday. Mar. 5th.

At 1 pm set the topgallant sails and at 2 pm at 2.30 pm at 4 pm set the topgallant sails. At 8 pm set the topgallant sails. Employed in the forenoon. Lat. 16.02. Long. 0.16.

Wednesday. Mar. 6th.

At 1 pm set the topgallant sails. At 4 pm set the topgallant sails. At 8 pm set the topgallant sails. Employed in the forenoon. Lat. 15.52. Long. 1.32.

Thursday. Mar. 7th.

At 1 pm set the topgallant sails. At 4 pm set the topgallant sails. At 8 pm set the topgallant sails. Employed in the forenoon. Lat. 15.55. Long. 2.15.

Friday. Mar. 8th.

At 1 pm set the topgallant sails. At 4 pm set the topgallant sails. At 8 pm set the topgallant sails. Employed in the forenoon. Lat. 15.53. Long. 3.32.

Saturday. Mar. 9th.

At 1 pm set the topgallant sails. At 4 pm set the topgallant sails. At 8 pm set the topgallant sails. Employed in the forenoon. Lat. 16.03. Long. [illegible]

Record of St. Helena

Sunday. ~~Sunday~~. Mar. 10th.

Steering W.S.W. finished washing ship and [illegible] am at 6.30. raised it. Helena bearing S.W. by S. stood for it shortened sail 11.0 [illegible]

Monday. Mar. 11th.

Steering S.W. for it at 3 hrs. hauled to the wind on port tack under reefed topsails fore and aft two ships in sight astern. Hove ship to for the island at 1 hrs. running for it up the town anchored at 2. hrs.

Tuesday. Mar. 12th.

Laying in St. Helena Civil Time

Stowing cable. Old Baring rigging took off small spars from Callao Board cut on some Coppers on Main on port side

Wednesday. Mar. 13th

Rainy with wind & squalls washing ship outside doing various other jobs that the weather will permit

Thursday. Mar. 14th.

Bad weather this morning the Capt was taken very ill on board of the ship sent for doctor took him ashore was insensible for 5 hours this afternoon is more easy.

Friday. Mar. 16th.

Stowing main hatch cannot discharge our oil as there is three ships ahead of us. I hear that the Capt is much better.

Saturday. Mar. 16th.

good weather this morning first since we have been here started painting Tarring setting up shrouds heard from the Capt by Capt Bradley he says that he is able to sit up this morning the Sunbeam came in to day at 9 am. the Army Packet sailed for home I went Ashore at 2 pm to see the Capt found him sitting up will be all right by monday.

Sunday. Mar. 17th.

Fine weather let our watch go ashore for the day.

Monday. Mar. 18th

Fine weather the watch came off at 6 am. painting Tarring setting up shrouds. took boat off the Sunbeam from on board Sunbeam. the Capt Came off to ship this morning he is still quite weak.

Laying in St. Helena

Tuesday. Mar. 19th

Fine weather busy at various jobs. The men on boat time was up discharged yesterday took their things from the ship today the N. B. Tucker took starting gun three canvas signals and coil of bone yarn from ship

Wednesday. Mar. 20th.

Windy. this morning Ship Falkland Hill of Glasgow came in fouled Ship Rossden of London carrying away fore house royal mast and other damage. if she had not fouled said ship would have come down on us. We all busy at various jobs took on board 130 bbls. of water per water boat took 50 lbs beef from N. B. Tucker

Thursday. Mar. 21st.

John Lee Deserter — Busy taking shook from Lottie Beard and stowing in fore peak took off 12 bundles

Friday. Mar. 22.

John Lee Deserter — Hoisted up 18 Casks of oil ready to send to Lottie Beard. took off stuff from shore that came per Lottie Beard stowed it down. sent 3 casks of oil to Lottie Beard

Saturday Mar. 23rd.

Stowing off the hold the Grey Hound came in this morning with 50 bbls oil has not ~~entered~~ entered is going to wait until Monday

Sunday. Mar. 24th.

Fine weather the Grey Hound came to anchor at 8.30 Am. sent Starboard watch on liberty

Monday. Mar. 25th.

Sending oil to Lottie Beard sent last Cask at 12 am 17 Casks all told 73 bbls. 29½ gallons. sent down main sail but it up bundled it to go home in Lottie Beard otherwise busy getting ship ready for sea.

Tuesday. Mar. 26th.

Sent port watch on ~~liberty~~ liberty the other watch busy at various jobs

Wednesday. Mar. 27th.

John Brooks Deserter — The watch came off at 6.30 am sent the other watch on liberty. finished getting water busy clearing up decks

Thursday. Mar. 28th.

John Brooks Deserter — The watch came off at 6.30. sent the other watch in took on board 15 bags of potatoes 1 bag of onions

Laying in St Helena

Friday. Mar. 29th

Busy getting Ships ready for sea took board sweet potatoes. two Men came on board that have shipped for the rest of the voage

Saturday. Mar 30th.

Took the anchor at ten am. the shore boats brought off 6. men that shipped the Capt. came on board and the Thatcher who is going as 2nd. Officer one man also who has shipped as boatsteerer the Lottie Beard sailed a Month ahead of us also A. R. Tucker we spoke the Lottie Beard at 5 pm. Put on board a keg of Junkegs from the Sunbeam. at 6. am. found one Stowaway. John. Deakin who is a deserter from the British army.

At Sea Mar. 31st. Sea account.

Steering N. N. W. with all Sail set that would draw. Latt 14.47 Long. 7.10.

Monday. April. 1st.

Steering N. N. W. fresh breeze took in fore top gallant Sail at 4.30 pm. Put the boats one fleet higher. middle part more breeze reefed fore top sail. Latter part same at 6.30. am saw a white water two points off Starboard bow steered for it but failed to see anything more of it. at ten am saw two fin backs. Latt 13.10. Long. 8.52.

Tuesday. April. 2nd.

Fore part Strong breeze. Boat towed Starboard anchor. otherwise busy about Ships duty. reefed main top Sail at 6. pm. middle part the same Latter part rain squalls. busy about Ships duty

Latt. 11.55. Long. 10.24.

Wednesday. April 3rd.

Strong breeze with rain squalls during fore part. saw black fish at 5.30. pm. furled main sail at sundown. middle and latter parts the same. took in fore boat to repair her

Latt. 10.33. Long. 12.00.

Working off Towards Ascension

Thursday April 4th

Steering N.N.W. under reefed top sail and courses. finished repairing low boat put her out at 4 pm. middle part weather the same at 8.30 am Manuel Gomes raised whales got the boats ready and lowered the whales was going quick to windward the whale in going on got capsized the other boats kept Chasing but could not get up to them. Latt 9.25. Long 12.54

Friday April 5th

Whales in sight to windward beating the ship up to them but at dusk they was 5 mile off. luffed to the wind at dark under reefed top sails. Latter part more moderate took in L. boat at 8 am. to repair her kept Ship off N.N.W. at 8.30 am. Latt 9.08. Long. 13.07.

Saturday April 6th

Steering N.N.W. repaired and put out L.B. at 4 pm. hauled up fore sail at sundown. middle part the same. at daylight set fore sail shook reef out of main top sail at 8 am. raised the island of Ascension Steered for it. bent new main top gallant sail repaired the old one to go up forward

Latt 8.12. Long. 14.15

Sunday April 7th

Steering for ascension. sent down fore top gallant sail replaced it with the old main at sunset luffed to the wind on port tack under reefed topsails jib fore sail and Spanker ascension distant ten mile to the ~~East~~ leeward. middle and latter parts the same weather at daylight put ship on port tack set the main sail. Latt 8.15. Long. 14.2

Monday April 8th

Steering by the wind on Starboard tack strong breeze ascension in sight to leeward middle part the same. latter part after daylight set main sail jib and Spanker put ship on starboard tack then steered different Courses. Latt 7.52. Long. 14.07.

Cruising off Ascension.

Tuesday. April. 9th

By the wind on starboard tack set top sails main top gallant sail fly jib and spanker at 3 pm put ship under short sail at sunset busy at various jobs. Middle part. put ship on port tack at midnight set the main sail at day light. busy in the riggen. Latt 8.08. Long. 14.02.

Wednesday. April. 10th.

Steering by the wind on port tack. busy at various jobs. took in sail at sunset ascension in to the leeward. middle part the same at 2 am. large ship passed us. at day light set fore sail main sail jib and spanker at 8. am. kept ship off N. afterwards N. N. W. set all sail. Latt 8.17. Long 14.40.

Thursday. April. 11th

Steering N. N. W. all sail set at 4 pm sent up main royal yard otherwise busy at various jobs. middle and latter parts the same the brig Clyde in sight of daylight busy about different jobs. Latt. 7.12. Long. 16.02.

Friday. April. 12th.

Steering N. W. by. N. & N. all sail set that will draw. after sunset set the main royal middle and latter steering the same with strong trades. saw grampus. Latt 5.46. Long. 18.00.

Saturday. April. 13th.

Steering N. W. by N. & N. Strong trades saw grampus. middle and latter parts the same took in the royal at daylight. pumping ship four times during the 24 hours the last two days. Latt 4.30. Long. 20.12.

Sunday. April. 14th.

Strong trades. Steering N. N. W. set the royal at sunset. middle and latter parts the same took in the royal at daylight. Latt 2.55 Long 22.12.

Monday. April. 15th.

Steering N. N. W. wind little more moderate set main royal at sunset. middle and latter parts more moderate took in royal at daylight. bent new fore and main sails. fore sail and jib. Latt 1.47. Long. 24.12.

Bound To The North Atlantic.

Tuesday. April 16th.

Steering N. by W. moderate weather. busy at various jobs. middle and latter parts the same. set up main top gallant rigging. Latt. 00. 42. Long. 24. 57.

Wednesday. April 17th.

Steering N. by W. set up main top gallant and royal back stays. Commenced to rain at 3. 30. P.M. rained heavy until 8. P.M. when it Cleared up. middle and latter parts moderate busy at different jobs. made new tarpaulin. Latt. 00. 19. N. Long 25. 15.

Thursday. April 18th.

Steering N. light winds. 3 Sails in sight middle and latter parts the same set up the main rigging on port side. Latt. 00. 22. N. Long. 24. 48.

Friday. April 19th.

Steering N. at 1 P.M. light breeze springing up one vessel in sight working to southward. middle and latter parts light and variable winds busy at odd jobs. Latt. 00. 52. Long. 25. 08.

Saturday. April 20th.

Steering N. with light and variable winds two sails in sight. middle and latter parts the same one sail in sight. Latt Long.

Sunday. April 21st.

Light and baffling winds with rain. middle part light. latter part the same with rain. two sail in sight. Latt. 1. 31. Long. 25. 58.

Monday. April 22nd.

Steering N. light airs and Calms. no wind during the night at 6 A.M. light breeze springing up Continued until 12 M. busy at different jobs. Latt. 1. 56. Long. 26. 47.

Tuesday. April 23rd.

Steering N. with light breeze and new fore sheets 4 sails in sight middle part Calm. at daylight light breeze springing up. painted the iron work Latt. 2. 35. Long. 27. 24.

Bound to the North Atlantic

Wednesday April 24th

Steering N. until 2 pm. when a breeze from the N.E. struck us knocked off to N.W. at 4 pm. Spoke the Ship Tillie E. Starbuck of New York bound to Portland Oregon. 28 days out got late papers from her. also saw the Am. Ship Gen. A. Schofield of Maine five mile to the windward of us. middle part on different tacks light and baffling winds. latter part on starboard tack by the wind heading from N.W. to W.N.W.

Lat. 3.00. Long. 27.51.

Thursday April 25th

Steering by the wind on starboard tack at 4 pm. took the N.E. trades & sail in sight middle part strong breeze. morning watch hauled to the S. with rain. Laid out at 6.30 am to Calm.

Lat. 3.45. Long. 28.53.

Friday April 26th

Calm until 4 pm. when a breeze shewing us Steering by the wind on starboard tack all sail set except the royal. middle part light latter part breeze with rain saw one sail

Lat. 4.20. Long. 29.54.

Saturday April 27th

Steering N.N.W. good breeze had rain from 3.30 am until 5.30 pm. middle and latter part the same took in top gallant sails and fly jib at 8 am.

Lat. 5.55. Long. 31.37.

Sunday April 28th

Steering N.N.W strong trades set main top gallant sail and fly jib after mast heads Came down at sunset. one sail in sight middle part took in top gallant sail and fly jib reefed fore top sail at 8 am.

Lat. 7.28. Long. 33.08.

Monday April 29th

Steering N.N.W strong trades one sail in sight reefed the main top sail at 10 pm. latter part more moderate. Lat. 8.52. Long 34.36.

Bound. To. The. North. Atlantic.

Tuesday. April. 30th.

Steering N. N. W. under reefed top sails courses jib Spanker and stay sails strong trades saw porpoises. Middle and latter parts the same. Latt. 10.12. Long 36. 08.

Wednesday. May. 1st

Steering N. N. W. strong trades furled the main sail at 6. hrs. Ship under reefed top sails fore sail jib. main. mizzen. and fore top mast stay sails. Middle and latter parts the same saw blackfish at 6.30. am.

Latt. 11.58. Long. 37.39.

Thursday. May. 2nd.

Steering N. N. W. until 3 hrs. then luffed. to the wind on starboard tack heading N. by E. Strong breeze but ship under Close reefed fore top sail Single reef main and storm stay sails at sunset. Middle part the same. at daylight set the fore sail. at 8.30. am Close reefed the main top sail. at 10. am whales was raised by Frank Magill got the boats ready lowered the W. B. struck the rest of the whales went off to windward. Latt. 12.45. Long. 37.57.

Whales.

Friday. May. 3rd.

Got the whale to the ship at 12.30. hrs. got tinnes then started to Cut finished at 3.30. Cut up the blubber put it in Casks set out down Cutting gear. Ship under Close reefed top sails. Middle part the same weather at daylight set fore sail getting ready to boil started the works at 8.30. am. Latt. 12.40. Long. 38.20.

Saturday. May. 4th.

Boiling finished at 6. hrs. trimed up 10. bbls. furled fore sail at sunset Ship on port tack under Close reefed top sails. Middle part weather the same. at daylight put ship on starboard tack set the fore sail. Latt. 12.32.

Long. 38.30.

Cruising in the North Atlantic.

Sunday May 5th

Steering by the wind on the starboard tack set jib and spanker at 2 pm took them in again also the fore sail at sunset at daylight set fore sail jib and spanker saw one sail steering to the Northward Latt 12.55. Long 39.27.

Monday May 6th

Steering by the wind on starboard tack at sunset put ship on port tack took fore sail jib spanker middle part the same at daylight set fore sail jib and spanker. Stowed down the oil from the last Whale 230 Gallons left about one barrel in the cooler. Latt 12.28. Long 39.30.

Tuesday May 7th

Steering different Courses at sunset luffed to the wind on starboard tack under close reefed top sails. Middle part blowing heavy latter part little more moderate at 5.30 am raised whales off lee bow lowered but they went to windward so fast that we did not see them from the boats. Latt 12.35. Long 40.17.

J. Parker

Wednesday May 8th

Steering N.W. by N at 1.30 raised whales off lee bow lowered right down before the boat got one third of the distance where we had seen them they was four miles to windward of us I hope they will break their damn necks before morning. Middle part the weather the same at 7 am set fore sail and jib steered N.W. by N. Latt 13.23. Long 41.13.

Thursday May 9th

Steering N.W. by N at 2.30 pm luffed up to N.N.W. strong breeze with heavy sea middle and latter parts little more moderate set fore sail shook one reef out of the main top sail at 6.30 am. Latt 14.56. Long 42.38.

Friday May 10th

Steering N.N.W. shook the reefs out of fore top sail at 3 pm middle part same at daylight found bob stay and bow spirt gone over board the bolt on bow sprit having broken off have the ship too until we repaired damages

Latt 13.42. Long 9.16.10.

Cruising in The North Atlantic.

Saturday. May. 11th.

Putting on preventer martingale guys finished at 2. pm. Made sail steered N. N. W at 4 pm. Ms Costa raised Whale 4 mile off to leeward lowered the L. B. struck at sunset then S. B. then W. B. turned them up got the last whale to ship at 8.30. pm. got dippers set the watch at 9.30. pm. beg during the night breaking out called all hands at 5 am. Commenced to cut finish at 8 am. sent down tackle started to cut up heads. Latt. 16.40. Long. 44.10.

Whales.

Sunday. May. 12th.

Finished cutting up heads at 1. pm. started the works at 1.30. pm. finished boiling head at 8. pm. Started body finished boiling at 6 am turned up 26 bbls. kept ship N. N. W. at 7 am. Latt. 16.38. Long. 44.31.

Monday. May. 13th.

Steering N. N. W at 3. pm saw white water steered for it but saw nothing more of it reefed top sails at sunset. Middle and latter parts light at daylight set whole top sails. Started to stow down oil at 7 am. finished stowing the oil at 12 m. Stowed 25. bbls. Latt. 17.45. Long. 45.40.

Tuesday. May. 14th.

Steering N. N. W. Stowing staffs back in the hold finished at 2. pm. Set all sail at 3 pm. took in light sails at sunset. Middle part the same at day light set all sail & sent fore to th gallant sail Latt. 19.28. Long. 47.00.

Wednesday. May. 15th.

Steering N. N. W. until 7.30. pm. then N. W. by N. ½ N. took in light sail at sunset saw a steamer steering to the westward. middle and latter parts fresh breeze. at day light set light sails saw blackfish. Latt. 21.25. Long. 48.47.

Cruising In The North Atlantic

Thursday. May. 16th

Steering N. W. by. N. ½ N. fresh breeze saw blackfish at 7 hrs. middle and latter parts the same at daylight started to clearing out for blubber room. saw steamer going to the eastward. Latt. 23.16. Long. 56.28.

Friday. May. 17th.

Steering N. W. by. N. ½ N. fresh breeze all sail set at sunset. middle and latter parts more breeze took in light sail and reefd topsails at 8. am. Latt. 25.19. Long. 52. 13.

Saturday. May. 18th.

Steering N. W. by. N. ½ N. under reefed topsails and courses strong breeze. middle and latter parts more moderate shook one reef out of main topsail. bent new pennant on fore top mast stay sail sheet served fly jib pennant. Latt. 27.12. Long. 53.45.

Sunday. May. 19th.

Steering N. N. W at 3 hrs. luffed to the wind on starboard tack took in main sail jib spanker reefed main topsail strong breeze. moderated during middle part. made sail at daylight. Latt. 28.44. Long. 53.50.

Monday. May. 20th.

Steering by the wind on starboard tack part thick under short sail at sunset. set sail at daylight. took in L. Boat to repair her. Latt. 30.00. Long. 54.12.

Tuesday. May. 21st.

Steering by the wind on starboard tack finished repairing L. Boat and put her out at 4. hrs. took in sail at sunset. set sail at daylight. took ceiling out of Waist boat varnished her bottom replaced ceiling saw porpoises. Latt. 31.05. Long. 54. 01.

Wednesday. May. 22nd

Steering by the wind on starboard tack. saw grampus. took in sail at sunset. made sail at daylight standing by the wind on starboard tack. Latt. 31. 54. Long. 53. 26.

Cruising In The North Atlantic.

Thursday May 23rd.

Steering by the wind on Starboard tack. painted the Chains around the Ship. took in sail at sunset. Strong breeze with rain during middle part set fore sail main sail jib and Spanker at daylight. Latt. 32 45. Long. 62. 32.

Friday. May 24th.

Steering by the wind on Starboard tack Shook reefs out of topsails at 1 hm. saw a Steamer going to the S. W. also saw very large wind. put Ship on port tack under short sail at sunset. set Courses jib and Spanker at daylight. Made new gripes to the L. B. and W. B. Latt. 32. 49 Long. 53. 03.

Saturday. May 25th.

Steering by the wind on port tack. put Ship on Starboard tack at 12. 30. hm. took in sail at sunset. set sail at daylight sent down main stay sail to repair it saw one fin back. Latt. 32. 38. Long. 52. 03.

Sunday. May 26th.

Steering by the wind on starboard tack sent main stay sail at 2. hm. caught two dolphin took in sail at sunset. am. put Ship on port tack at daylight then made sail. Latt. 32. 26 Long. 52. 08.

Monday. May 27th.

Steering by the wind on port tack. took in sail at sunset. am. made sail at day light at 8. 30. am saw Ship going to S. W. hauled up Starboard Cable to to Clean it. Latt. 31. 40. Long. 52. 28.

Tuesday. May 28th.

Steering by the wind on port tack. busy Cleaning Starboard Cable. put Ship on Starboard tack under short sail at sunset. am. fresh breeze at daylight set top sail Courses jib and Spanker busy Cleaning Cable saw one piece of wind Latt. 32. 08. Long. 52. 27

Cruising in The North Atlantic

Wednesday. May. 29th.

Steering by the wind on starboard tack
Cleaning Cable finished Starboard at 4.30 pm
saw porpoises took in sail at sunset.
am. fresh breeze set Courses jib and Spanker
at daylight hauled up port Cable
to Clean it. Latt. 33.10. Long. 52.14.

Thursday. May. 30th.

Steering by the wind on Starboard tack
under reefed top sails Courses jib Spanker
hove Cleaning port Cable. took in main
sail jib and Spanker at sunset.
am. at daylight made sail. finished
Cleaning Cable at 11.30 am. Latt. 34.12. Long. 52.34.

Friday. May. 31st.

Put ship on port tack at 12.15. pm.
Steering by the wind saw one sail
pricked up bbl of kerosene at 6. pm.
Put ship under short sail at sunset.
am. Strong breeze Close reefed fore top sail at 9 am.
Latt. 33.17. Long. 52.30.

Saturday. June. 1st.

Strong breeze ship laying on port tack
under Close reefed fore single reefed main
top sails fore sail and stay sails. took in
fore sail at sunset At 9. pm had heavy squalls
with much rain. am. set fore sail at daylight
blowing fresh. Latt. 32.32. Long. 52.34.

Sunday. June. 2nd.

Strong breeze ship on port tack. at 4. pm more
moderate, took in fore sail at sunset.
heavy squalls with rain during middle part
more moderate latter part set Courses
jib Spanker and shook one reef out of fore
top sail at daylight. Latt. 32.24 Long. 52.30.

Monday. June. 3rd.

Steering by the wind on starboard tack.
hauled up main sail at sunset. saw
one sail. am. at daylight set main sail jib
Spanker after breeze came on strong furled mainsail
Close reefed top sail at 12. m. blowing moderate gale
Latt. 31.53. No Long.

Cruising in The North Atlantic.

Tuesday. June. 4th.

Ship laying on port tack. blowing moderate gale at 1.30. furled fore sail at 4. hm. began to rain. after sunset blowing more heavy furled fore top sail at 11. pm. at 3. am. blowing heavy gale but ship on starboard tack goose winged main top sail at 6. am blowing and raining heavy punishing ship every two hours no observations

Wednesday. June. 5th.

Ship hove to on starboard tack began to moderate at 3. hm. at 7. hm. ship laying under close reefed top sails and storm stay sails. middle and latter parts more moderate at 10. am had Courses single reefed top sails jib and spanker set now new jib down haul. Latt. 32.00. Long. 52. 30.

Thursday. June. 6th.

Steering by the wind on starboard tack now new fore top sail halyards. took in main sail at sundown.

am. fine weather set all sail at daylight now new fore top sail halyards clap new fore top sail reef tackles, made new main tacks.

Latt. 31.33. Long. 52.01.

Friday. June. 7th.

Light winds and Variables. busy making new martingale guys from some old wire rigging. took in light sails and main sail at sunset am. at daylight set all sail at 10 am. came on a squally with rain took in light sails reefed the Top sails furled jib and spanker busy on the martingale guys

Latt. Long. 51. 50.

Saturday. June. 8th.

Steering by the wind on starboard tack set the jib at 3. hm. took in again at sunset am at daylight set main sail jib and spanker put on new martingale guy started to stow bunkers and oars down in the hold.

Latt. 31.43 Long. 51.06.

Cruising In The North Atlantic

Sunday. June. 9th.

By the wind on starboard tack. finished working in the hold at 4 pm. put ship on port tack at 5.30. pm. took in main sail at sunset. am. at daylight set all sail ship heading S. Latt. 31.28. Long. 57.09.

Monday. June. 10th.

Steering by the wind on port tack. saw one sail going to the northward took in sail at sunset. am. fresh breize set main sail jib and spanker at daylight. shook reefs out of main topsail at 9 am. Latt. 30.45. Long. 58.52.

Tuesday. June. 11th.

Steering by the wind on starboard tack reefed main topsail at 4 pm. took in main sail jib and spanker put ship on port tack at sunset. am at daylight set all sail except fore top gallant sail put ship on port tack at 7 am. Latt. 30.48. Long. 50.36.

Wednesday. June. 12th.

Steering by the wind on port tack. saw porpoises took in sail at sundown. am at daylight made sail. started to wash ship. Latt. 29.50. Long. 49.57.

Thursday. June. 13th.

Put ship on starboard tack 12.30. busy washing ship. took in light sails and main sail at sundown. am. set all sail at daylight busy washing ship. saw grampus.

Latt. 30.43. Long. 50.21.

Friday. June. 14th.

Steering by the wind on starboard tack Cleaning ship. took in light sails and main sail at sunset. am. light airs and calms. started to paint ship from the poop forward ~~finished at 8 pm.~~ Latt. 31.53. Long. 50.26.

Cruising In. The North. Atlantic.

Saturday. June. 15th.

Light airs and Calms busy painting ship inside finished from the poop forward at 5. pm. am. at daylight made sail. light airy and variables ship on different tacks Coal tared bobstays. Latt. 30.57. Long. 50.28.

Sunday. June. 16th.

Light airs ship on different tacks. Coal tared jib and fly jib jumpers also the windlass saw fin back and grampus took in light sail at sunset. am. at daylight set all sail saw two sails. Latt. 31.03. Long. 51.23.

Monday. June. 17th.

Light airs ship on different tacks. at 5.30. pm. Robert Seales raised a whale ahead of the ship distant 4 miles lowered the boats saw him once from the boats then Same on dark Could not see him we Came on board got supper at 8.30. pm. am. at daylight made all sail steered W.S.W. light winds. set up bowsprit shrouds and painting ship. Latt. 30.52. Long. 50.32.

Tuesday. June. 18th.

Light airs and Calms steering by the wind on starboard tack. Caught two dolphin. am. wind and weather the same busy washing ship outside Latt. 30.46. Long. 50.37.

Wednesday. June. 19th.

Light airs steering N.E. finished washing ship at 2. pm. am. weather the same took in boat boats davitts put them in the hold. Latt. 30.52. Long. 50.20.

Thursday. June. 20th.

Light airs and Calms covered leading boat to the fore rigging. also covered boat on the house. am. breze sprung up at 4. am. Ship on starboard tack by the wind at 8. am steered N.E. washing ship aft and cleaning iron work ready for painting. Latt. 31.10. Long. 50.53.

Sailed.

Cruising in the North Atlantic

Friday June 21st

Steering N.E. at 3 hrs wind died out at 5 hrs light breeze sprung up steering by the wind on starboard tack finished washing ship at 4 hrs. middle and latter part light breeze. Latt 31.57. Long 50.55.

Saturday June 22nd

Light breeze ship heading to the northward at 7 hrs. put ship on port tack. busy at various jobs. saw a whale. also one sail in sight. am. wind and weather the same busy breaking out provisions and painting aft saw a steamer bound to the eastward. Latt 31.00. Long 50.37.

Sunday June 23rd

With a breeze steering by the wind on the ~~starboard~~ port tack at sunset put ship on the other tack under short sail. at 9 hrs had quite an heavy squall with rain. am. at daylight set all sail except fore top gallant sail. saw one sail going to the southward. Latt 31.46. Long 50.24.

Monday June 24th

By the wind on the starboard tack fresh breeze put ship under reefed top sails at sunset. am. at daylight set main sail jib and spanker at 9 am. shook reefs out of the top sails. Latt 32.55. Long 50.22.

Tuesday June 25th

Ship by the wind on starboard tack at 3 hrs all sail set except fore top gallant sail. at sunset put ship under short sail. saw grampus. very light during middle part at 4 am breeze sprung up set all sail except fore top gallant sail. painted the boats outside. Latt 33.45

Long 51.23.

Cruising in The North Atlantic

Wednesday June 26th

Ship by the wind on starboard tack at 3 pm. came on suddenly took in light sails and reefed the top sails. took in main sail jib and spanker at sunset. middle part rainy and squally. latter part fine weather set all sail at day light busy at various jobs. Latt. 34.30. Long. 52.01.

Thursday June 27th.

Steering by the wind on starboard tack busy at different jobs at sunset put ship on port tack under short sail fore yard aback. am at daylight braced forward and made sail at 7 am kept off steering S.W. by W. Cleaned and coal tared port anchor. Latt. 34.12. Long. 52.34.

Friday June 28th

Steering S.W. by W. at sunset luffed to wind port tack under short sail fore yard aback. am at daylight braced forward. made sail at 6.30 am kept ship S.W. by W. Started to paint ship outside. Latt. 33.28. Long. 53.28.

Saturday June 29th

Steering S.W. by W. finished painting ships starboard side at 5 pm. at sunset luffed to the wind on starboard tack under short sail head yards aback. saw a sail. am at daylight made sail. busy painting port side of ship outside also painting around aft inside

Latt. 33.35. Long. 54.21.

Sunday June 30th

Steering by the wind on starboard tack. at sunset furled light sails and hauled up the Courses. am at daylight set all sail ship heading E. by S. Latt. 34.16. Long. 53.30.

Monday July 1st

Light winds at sunset put ship on port tack am at daylight made sail. winds light from the S.E. busy filling casks with salt water

Latt. 34.06.

Long. 53.58.

Cruising in The North Atlantic

Tuesday. July. 2nd.

Light winds ship on starboard tack heading S. W. took in light sails and courses at sunset. am. at daylight made all sail wind light. Lat. 33.53. Long. 54.39.

Wednesday. July. 3rd.

Light airs and calm. busy at various jobs. Middle and latter parts calm. busy painting the white streak on ship. Lat. 34.00. Long. 55.01.

Thursday. July. 4th.

Calm. until 5. pm. light breeze sprung up put ship on starboard tack Steering S. W. by. W. painted jib boom and bow sprit. am. at daylight having breeze set all sail. at 7 am. kept ship S. W. by. W. busy at various odd jobs. Lat. 33.33. Long. 55.32.

Friday. July. 5th.

Steering S. W. by. W. at sunset luffed to the wind on starboard tack took in sail hauled aback fore yard. middle and latter parts squally with rain ship on different tacks under courses and topsails. Lat. 32.55. Long. 55.47.

Saturday. July. 6th.

Variable winds. Cloudy with light rain. Ship on starboard tack. took in sail at sunset. at 11 pm. a bark passed us bound to the Eastward. at daylight set all sail. at 6.30 am. kept ship S. W. by. W. Saw 9 ships also bark bound East. Lat. 32.20. Long. 56.12.

Sunday. July. 7th.

Steering S. W. by. W. busy at various jobs Caught two dolphin at sunset luffed to the wind under short sail starboard tack at 2 am. light rain. Cleared up at 5 am. at daylight set all sail except fore top gallant sail. at 7 am. Commenced to breeze up took in light sails at 10 am. Close reefed top sails and furled main sail. but ship on port tack at 8 am. at 9 am put her back on starboard tack took no observations

Cruising In The North Atlantic.

Monday. July. 8th

Ship laying to on starboard tack heavy squalls with rain at 2. hrs. furled fore top sail and fore sail put boats on upper Cranes at 4. hrs. middle part the same. latter part more moderate set fore sail fore top sail at daylight at 11.30. am ship under single reef top sails Courses and jib saw one sail a back bound to the eastward. Latt. 31.54. Long. 55.56.

Tuesday. July. 9th

Ship by the wind on different tacks at 2. hrs. set whole top sails. good weather. reefed top sails at sunset ship on port tack. middle part fresh breeze. latter part Come on harder at 8 am Close reefed top sails furled mainsail wind increasing. Latt. 32.32. Long. 56.40.

Wednesday. July. 10th

Blowing a gale furled fore sail at 2.30. hrs. fore top sail at 6.30. hrs. put ship on starboard tack at 6.30. hrs. put on hatch bars. about midnight little more moderate. put ship on port tack and set fore top sail at 1 am latter part under Close reefed top sails and storm stay sails. Latt. 32.48. Long. 56.50.

Thursday. July. 11th

Blowing a gale at 1.30. took in fore top sail Commenced to moderate at 3 hrs at 5. hrs. set fore top sail and fore sail. middle and latter parts wind and weather about the same Caught one dolphin. Latt. 33.30. Long. 57.25.

Friday. July. 12th

Fresh breze from the westward. at 6.30 hrs. put ship on starboard tack took in jib and stunsails at 7 hrs. middle and latter parts strong breeze with rain squalls sent new fore buntlines Clew garnet fly jib downhaul and whips to fly jib sheets. put ship on port tack at 8. am. Latt. 33.30.
Long. 57.14.

Cruising in the North Atlantic.

Saturday. July. 13th.

Strong breeze from the westward ship on port tack. at 10. pm. Came on to blow heavy Close reefd top sails furled fore sail at 8. am. put ship on port starboard tack. Latt. 34.00. Long. 57.47.

Sunday. July. 14th.

Blowing a gale at 3 pm. little more moderate set the fore sail put ship on port tack at 3.30. pm. took in the fore sail at 7.30. pm. middle part moderated put ship on starboard tack at 2 am. at daylight set Courses jib and Shanker single reef top sails. Latt 34.10 Long. 58.03.

Monday. July. 15th.

Fresh breeze ship on starboard tack furled main sail at 6.30. pm. Middle part blowing heavy Close reefed top sails furled jib and shanker. at 7 am. put ship on port tack at 8. am. shook one reef out of the main top sail. Latt 34.10. Long. 58.13.

Tuesday. July. 16th.

Blowing a gale ship on port tack. at 7 pm. Close reefd main top sail furled fore sail then put ship on starboard tack middle part the same put ship on port tack at 6. am. set fore sail jib and shanker. was obliged to take them in again at 9.30 am. then put ship on the starboard tack Latt. 34.10. Long. 58.12.

Wednesday. July. 17th.

Blowing a gale at 3. pm. put ship on port tack at fore sail at 5.20. pm. middle part more moderate. at 9 am. ship heading W. by N. under single reef top sails Courses jib and shanker. saw one sail bound S. E. Latt. 34.50. Long. 59.10.

Thursday. July. 18th.

Steering by the wind on port tack. weather getting moderate at 7 pm. whole top sails main top gallant sail and fly jib set. saw two sails middle part light and baffling winds ship on different tacks. at daylight set all sail on port tack heading to westward. Commenced to Liege up at 9 am. at 11.30 am took in light sails. Latt 34.52. Long. 60.37.

Cruising in The North Atlantic

Friday July 19th

Steering by the wind on port tack at 3.30 am. heavy squall with much rain put ship under close reefed topsails began to moderate at 5.30 am. ship under single reef topsails Courses jib and spanker at sunset middle part set whole topsails fly jib and gaff topsails obliged to take them in and reef the topsails at 4 am. at 8 am. ship under close reefed topsails blowing heavy with very bad sea the ship getting badly strained pumping 1300 strokes

Latt 35.00. Long. 61.54.

Saturday July 20th

Blowing heavy with very bad sea ship on port tack under close reefed topsails and straining badly. middle part slightly better weather set topsails and Courses. latter part taking in and making sail as the weather would permit have not had weather to carry whole topsails & Courses on a stretch for 24 days. Latt 35.40. Long. 63.47.

Sunday July 21st

Blowing a gale making and taking in sail at sunset single reef topsails fore sail and storm stay sails set. middle part blowing heavy close reefed topsails. Latt part more wind furled fore sail at 5 am Latt. Long.

Monday July 22nd.

Blowing heavy gale terrible sea on port ship on starboard tack at 4.30 am. goose winged main topsail no ship will stand much more of this 15 days to day straining and pitching middle part weather the same at close reefed main topsail at 3 am. latter part getting moderate at 8 am whole topsails Courses jib and spanker on the ship put ship on port tack at 9 am. found waist boats davitt and hauled out of block rehauled them out sent down and repaired shanties. Latt. 35.44. Long. 64.12.

Cruising In. The North Atlantic

Tuesday. July. 23.rd

Ships on port tack moderate weather bent the Spankers at 2. hrs. middle part blowing and raining reefed top sails furled main sail jib and Spanker. at 9. am. furled fore top sails fore sail Close reefed main top sail at 11. am set fore sail and Close reefed fore top sail Latt. 36. 00.

Long. 64. 50.

Wednesday. July. 24.th

first & ship on starboard tack at 4. hrs. battened down the hatches the barometer being very low ship under Close reefed top sails and fore sail at 7. hrs. began to moderate at 10. hrs. all sails set except the fore top gallant sail middle and latter parts the same set fore top gallant sail at 5. am. filled 4 Casks with salt water in after hold Sove new fore leech lines Whips to jib sheets. Latt 35. 48. Long 64. 64

Thursday. July. 25.th

Fine weather ship on port tack wind began to freshen at 9. hrs. bent new brace on Cross jack yard the old one having parted. first time for 18 days the we have been able to Carry whole top sail for 6 hours on a stretch middle part good weather latter part variable winds ship on different tacks. at 8. am. Ship steering W.N.W. on starboard tack set main royal at 10. am. Latt 36. 00. Long. 65. 24.

Friday. July. 26.th

Light airs from Eastward steering W.N.W. Spoke back Seamen of Tonsberg from Pensacola for holland repaired and bent gaff top sail. after 7. hrs. light wind till 10. hrs. took in light sails middle part blowing and raining heavy but ship under Close reefed top sails fore sail and storm stay sail latter part raining heavy wind shifting to all points of the Compass. ship on different tacks.

Latt 36. 20. Long. 65. 36.

Bound To New Bedford

Saturday July 27th

Ship on port tack blowing and raining from the S.W. at 8 pm. took in main single reef'd foresail Courses, jib and spanker on the ship. at 9 pm. hove to passed going to the N.E. middle part the same at 2 am. barkentine passed going to the westward latter part strong breeze with high sea. Lat 37.05. Long. 66.09

Sunday July 28th

Strong breeze with high sea steering N.W. by W. on port tack. middle and latter parts the same pumping ship every two hours about 2600 strokes during the 24 hours. Lat 38.08 Long 67.31.

Monday July 29th

Steering N.W. by W on port tack under reef'd topsails Courses jib and fore topmast and mizzen stay sails. middle and latter parts fine weather all sail set except main royal sent down Cutting hammocks getting Cleared up for port. Lat 39.37 Long. 70.03.

Tuesday July 30th

Fine weather steering N.N.W all sail set sent both Cables at 4 pm. middle part fine weather steering N. by W. at daylight kept off N. by E. took pilot off Cuttyhunk at 8.30 am dropped anchor off Clarks Point at 11 am.

End of the Voyage.

MANICURE METHODS.

The Hands and How to Keep Them Soft, White and Shapely.

(New York Analyst.)

A little ammonia or borax in the water you wash your hands with, and that water just luke-warm, will keep the skin clean and soft. A little oatmeal mixed with the water will whiten the hands. Many people use glycerine on their hands when they go to bed, wearing gloves to keep the bedding clean: but glycerine makes the skin harsh and red. These people should rub their hands with dry oatmeal, and wear their gloves in bed. The best preparation for the hands at night is white of egg, with a grain of alum dissolved in it. "Roman toilet paste" is merely white of egg, barley flour and honey.

They say it was used by the Romans in olden time. Anyway, it is a first-rate thing; but it is mean, sticky sort of stuff to use, and don't do the work any better than oatmeal. The roughest and hardest hands can be made soft in a month's time by doctoring them a little at bedtime, and all the tools you need are a nailbrush, a bottle of ammonia, a box of powdered borax, and a little fine, white sand to rub the stains off, or cut a lemon, which will do even better, for the acid of the lemon will clean everything. Manicures use acids in the shop, but the lemon is quite as good and isn't poisonous, while the acids are.

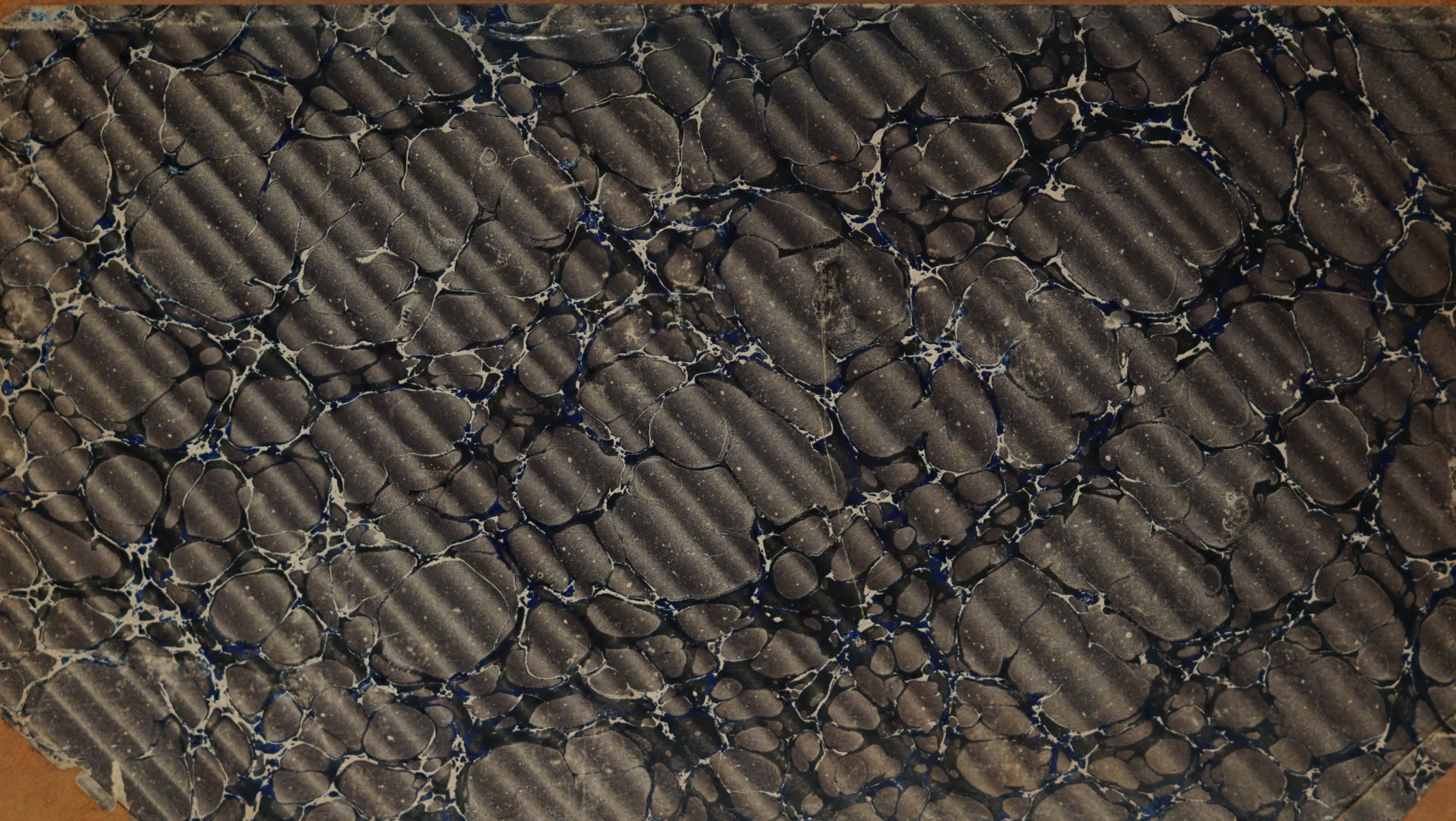
1888.

Whales seen from Oct. 9th to Mar. 11th 1889.

~~Nov. 6th~~ Nov. 3rd Mr Hayden. L. B.1. B.B.1. S.B.1.
Nov. 14th Frank Roderick. L.B.3. W.B.4. B.B.1. S.B.4.
Nov. 29th Mr Costa L.B.1. W.B.1. S.B.2
Dec 14th Antoine Joseph. L.B.2. W.B.1. S.B.1.
Jan. 28th By the Army Socker. L.B.1. W.B.1. S.B.1.

Whales seen on the Cruise Home.

April 4th Manuel Gomes, mate Captained.
May 7th Antoine Josphek went to Windward.
May 2nd Frank Hagile W.B.1
May 11th Mr. Costa. L.B.1. W.B.1. S.B.1.

Waldo Hayden's Account
with Bk. Stafford

To. Cash advanced		$318.25
" Coma. Cash		9.41
" Postage		1.05
" Slop Account		38.92